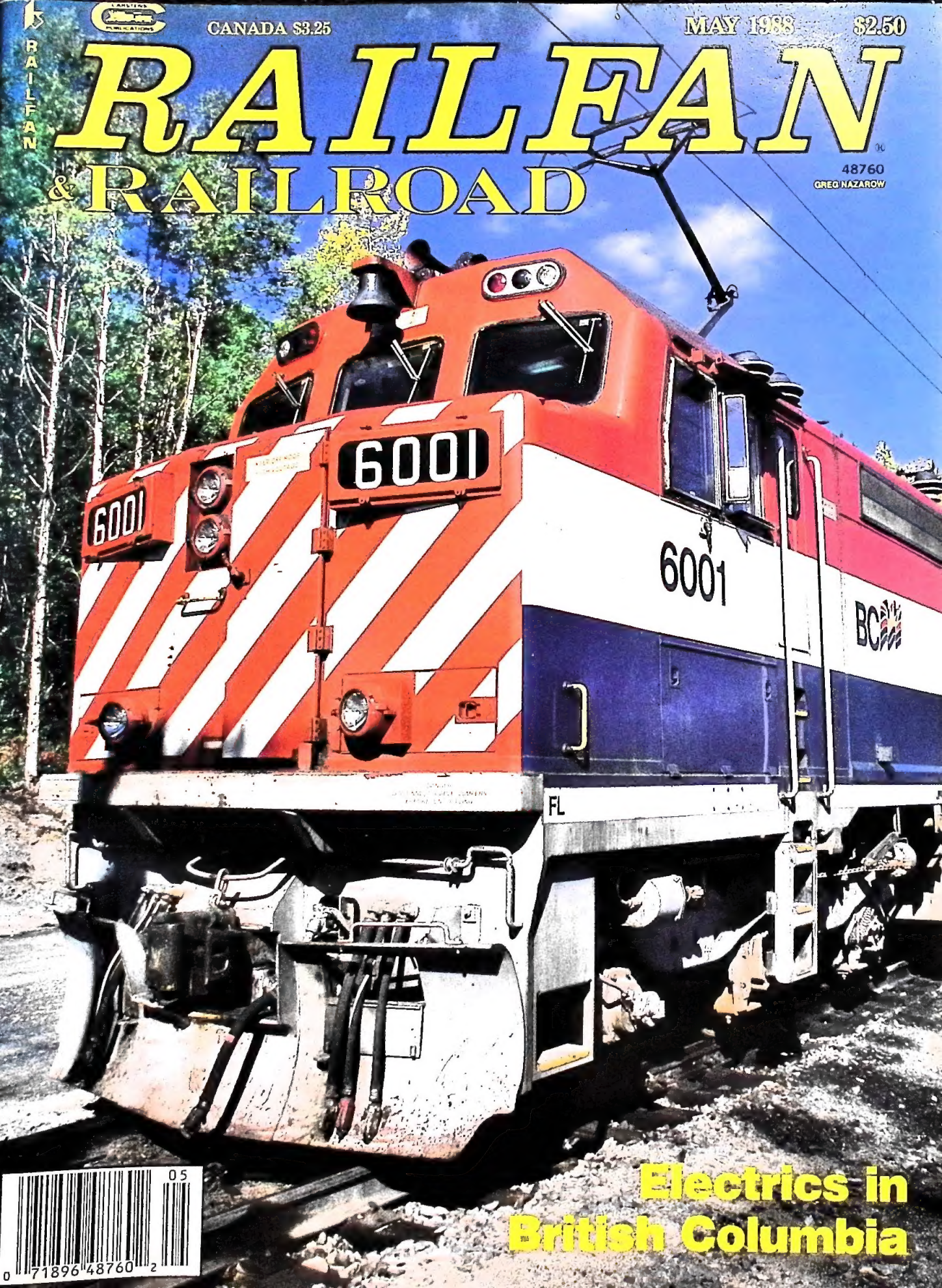
CANADA $3.25

MAY 1988 $2.50

RAILFAN & RAILROAD

48760

GREG NAZAROW



Electrics in British Columbia

05

0 71896 48760 2

ARTWORK: EMD

TWO PROTOTYPE F69PHs, presently being developed for Amtrak by EMD, will be the first U.S.-built diesel-electrics to have a.c. traction motors. See page 28 for details.

KODACHROME: GARY R. ZUTERS

CANADIAN PACIFIC is taking long-term leases on 36 locomotives from GATX Leasing. Former-B&O GP40 3729, shown (right) at CN's Montreal Pt. St. Charles Shop on February 6, 1988, was the first to be painted for the lessor. CN is doing the painting.

GE'S NEWEST were posed at UP's Armstrong Yard in Kansas City on January 14, 1988, for an official photograph. The handsome threesome consisted of UP Dash-8 40C 9119, SP B39-8 8002 and LMX B39-8 8550.

KODACHROME: JAMES RHYNERSON

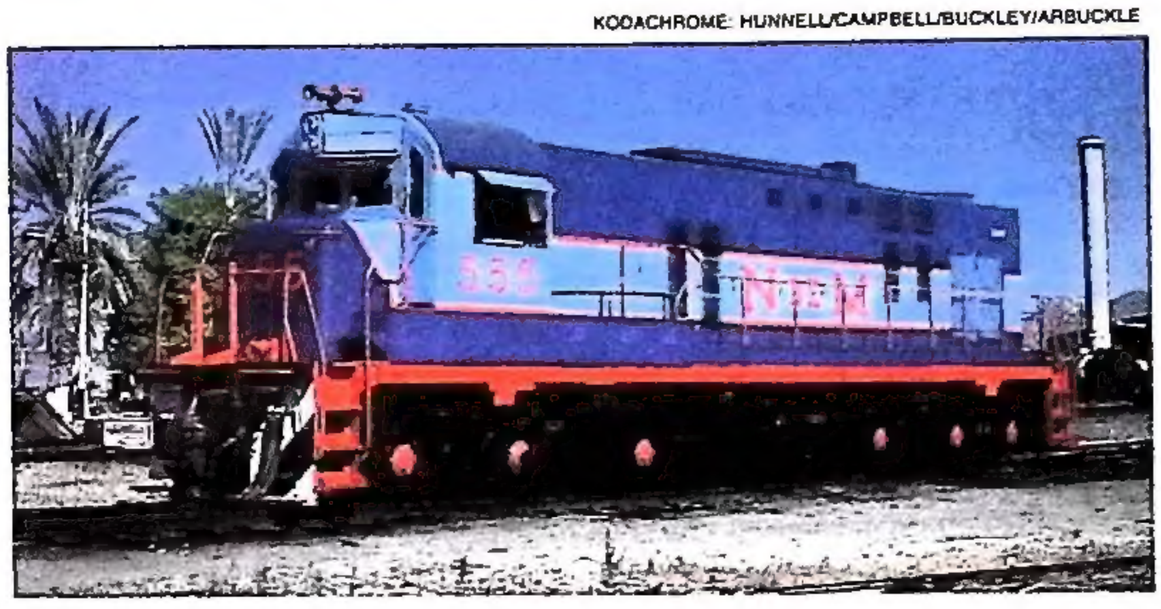
RESCAR INCORPORATED has contracted to do switching at the Cargill grain elevator in Saginaw, Texas, near Fort Worth, with ex-AT&SF CF7s 2507 and 2535 (former F7A 313L and F7A 304C respectively). A third CF7, 2623 (former F3A 24L), similarly painted but without the orange frame stripe, will be used at another Cargill facility. Plant switching was formerly done by the Santa Fe; Rescar took over operations on February 1, 1988. 2507 was at Saginaw February 15.

KODACHROME: JOHN C. BENSON

KODACHROME: HUNNELL/CAMPBELL/BUCKLEY/ARBUCKLE

FORMER APACHE RS11 903, now Campania Portland Nacional No.2, is shown on January 20, 1988, at the ex-FCP Emplame Shops in Mexico. The CPN cement plant near Hermosillo is also home for RS11 No.2, former Apache 904, and a couple of GE switchers.

KODACHROME: HUNNELL/CAMPBELL/BUCKLEY/ARBUCKLE



NdeM REPAINTING has taken yet another turn as a darker passenger blue has been applied to this "API-620" (Alco Products Inc./6-motor/2000 h.p.), former FCP 555, rebuilt in the late 1970s from an RSD5. It is shown at Empalme Shop on January 23, 1988.

BILL SCHAFER PHOT

INTERURBAN Films/VIDEOS
PO Box 6444, Glendale CA 91205
DEALER INQUIRIES INVITED

THE BIG POWER
Norfolk & Western Steam—Then & Now!
Here it is . . . a video to match the power and majesty of Norfolk & Western A-class 1218 and J-class passenger engine 611—back in steam! Warrick's camera captures these locomotives in 1987, the year they w back in action . . . PLUS 1958 footage (most in natural sound!) of these t classes, plus the Y6b and other great N&W power when steam was ki Great color—great action.
FR535V or B, 30 min $39

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
DOLORES DOXBECK/editorial secretary
DAVID C. LUSTIG/contributing editor
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
ROBERT O. COSGROVE/director of advertising
DAVID R. CASE/advertising production manager
JOHN A. EARLEY/advertising sales manager
JUDY D. LOVAS/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. **Circulation:** Jeanne Sipley, Vickie Bohley, Carole Balmer, Rose M. Gervasi. **Advertising Billing:** Roseanne Gervasi. **Advertising Production:** Mary Ann Lengle, Joann McMickle, Faith Henderson. **Reader Service:** Maryann Germann. **Dealer Service:** Cathy Streeter. **Shipping:** Dominick Bianco, Tom Heaton.

From the Publisher's desk: St. Louis

It was just a short cab ride from our convention hotel near the Arch to St. Louis Union Station. I hadn't seen the famous old depot in some time since it was refurbished, and it was a must during a busy January 1988 trade show. My first real visit was during the war years when our troop train plunked out in back of the train shed for some hours, giving me a first-hand look at early diesels, streamlined K4 Pacifics and streamlined Frisco *Firefly* steam power.

St. Louis Union Station was unusual in that passenger trains had to back into the stub-ended station with its mammoth train shed. Here were trains of the the Illinois Central, Pennsy, New York Central, MoPac, Frisco, Gulf Mobile & Ohio, B&O, L&N, Wabash and others. Most of the switching was done by the Terminal Railroad Association 0-6-0 and 0-8-0 types, later replaced with a variety of gray (later red) diesel switchers. Red St. Louis Public Service trolleys crossed the main line on a bridge just east of the depot wye throat. This and another bridge west of the throat provided superb vantage points to catch the action, a continual parade of long-haul limiteds, locals and busy switchers. We were lucky enough to arrange a ride on a one-car TRRA train that looped around the East St. Louis area for the accommodation of employees. From this train one crossed the Mississippi, saw Alton freights, GM&O's three-car *Rebel* and a number of engine terminals.

All the station tracks are now gone, although Amtrak still serves St. Louis at a smaller station nearby. Throughways and parks have replaced all right-of-way and obsolete yard trackage. The landmark station has been rebuilt as a shopping mall along with dozens of small restaurants serving a variety of foods in the former trainshed. The beautiful old waiting room has been refurbished as the lounge of the modern Omni Hotel. The famous Whispering Archway has been retained and still is a must for honeymooners, travelers and railfans. Throughout the shed area are mementos of yesteryear when the depot served rail passengers in the opulence of a bygone era: pictures of cars and locomotives, porters and other railroad personnel, celebrities boarding trains and the GIs of the war years. The memories remain.

Overlooking the once-busy shed is Dierdorf & Hart's, a first class restaurant specializing in oversized portions of superb beef of every description, built by Dan Dierdorf and Jim Hart of St. Louis Football Cardinals fame. The restaurant stocks over 200 different wines, a wide selection of beer besides the local brew (for Boyd, Pepsi!). Walking away from the restaurant feeling too well fed, we recalled the time we'd had a reunion and a few drinks with an old railfan buddy and his wife at the depot before heading east on the Pennsy's *Spirit of St. Louis* (or perhaps its eastbound counterpart). Anticipating a good meal on the train, we discovered that the diner would be coupled on in Pittsburgh and food was limited to a small selection of sandwiches in the lounge car. We survived that ride, somehow.

Now we are looking forward to another visit to Dierdorf & Hart's.

RAILFAN & RAILROAD

May 1988/vol.7 no.5

RAILROAD / founded 1906 / vol.110 no.2

Features

32 **Tumbler to Tidewater**/Bruce Van Sant
36 **Railfanning the BCR Electrics**/Greg Nazarow
42 **Red River Valley & Western**/C. Bohi and L. Kozma
45 **Photo Line**/Reader's photos
49 **Memories of Morgan Tower**/Fr. Dale Peterka
56 **Slocan in September**/Greg Nazarow

Departments

2 **Railnews**/news in color
6 **Fanmail**/letters from readers
10 **Timetable**/events
15 **Railroadiana**/product news and reviews
19 **Camera Bag**/Developing and Printing XP-1, Bruce Kelly
22 **We'd like you to meet . . .** /B. Van Sant, D. Peterka
24 **Transit Currents**/George M. Smerk
28 **Railnews**/news in detail
52 **Videos**/videotape reviews
60 **Markers**/editorial commentary
62 **Switch List**/classified advertising
65 **Advertising Index**/the railfan marketplace

Cover

A bold new face for a bold new railroad. British Columbia Railway GF6C electric 6001 was resting between helper assignments at the Murray enginehouse on a brilliantly sunny September 5, 1987. Two authors examine the BCR's electrified Tumbler Subdivision in this issue. Bruce Van Sant looks at the rather brief history of the line, while Greg Nazarow tells you how to railfan the action in this spectacular and remote region. Make your summer travel plans now! Kodachrome by Greg Nazarow.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1988 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

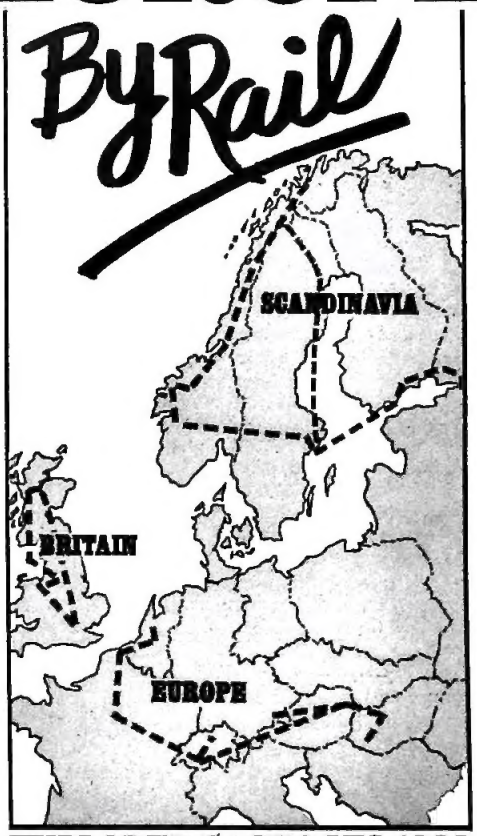
ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355.

EUROPE By Rail

Europe by rail. Probably the best way to see it. Steam back to days of intrigue on the Orient Express, passing through the most historic and scenic lands of Europe. Marvel at the centuries-old architecture and incredible natural vistas. Experience the majesty and grandeur of castles and the palaces of Versailles, Vienna, and Leningrad. Breathe the salty air on the rugged coast of Scandinavia. Stand amid the tranquil beauty of the Scottish Highlands and the Isle of Man. Reflect on the deceptive pastoral beauty of the fields of great battles fought long ago. It's a fantastic panorama passing by the windows of your luxurious train car. This is the experience of a lifetime!

You stay in first class hotels, and have your choice of exploring on your own or with our expert guides. You can appreciate and enjoy first-hand the delightful foods, fun-filled festivals and beautiful music of Europe.

Of course, round trip trans-Atlantic flights, all breakfasts, and all dinners are included. The cost?—Much less than you might assume. Tripp Explorer *is* the European rail specialist. The quality and professional conduct of these tours will exceed your highest expectations. Find out how easy it is to begin the experience of a lifetime—call or write Tripp Explorer today.



EXPLORER PACKAGES 1988

"This was the greatest trip I have ever taken. Every detail for pleasure and comfort were met. The all rail tour was exceptionally well planned with wonderful tour managers. I would recommend a Tripp rail tour to anyone."
Al Halj, Portland, Oregon

"The tour was graciously organized to accommodate the individual as well as the group in a friendly, stimulating and informal atmosphere. We look forward to our next tour with Tripp."
Frank & Ann Dowd
Charlotte, North Carolina

"The tour far exceeded our expectations. The hotels and meals were superb. Only Tripp has such wonderful tour managers. Tripp is totally reliable."
Jack & Elaine Gish
Omaha, Nebraska

"Tripp has the best organized and least expensive First Class vacations. We'd travel anywhere with Tripp."
Peter & Evelyn Smock
Arcadia, California

TOUR PACKAGES

BRITAIN (June,Sept.) London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man, Wales, 7 steam railways $2485

NORWAY (May) Bergen, Hammerfest, Tromso, Narvik, Bodo, Trondheim, Balestrand, Oslo-Fjord cruise, Flam Railway $2885

SCANDINAVIA PLUS (July) Copenhagen, Stockholm, Helsinki, Leningrad, Moscow, Steam Railways in Finland, Baltic Sea Cruise . .$3685

EUROPEAN SPRING (April) Amsterdam (tulip time), Den Haag, Brugge, Paris, Zermatt, Interlaken, Lucerne-Canal Cruise, TGV, Matterhorn. Steam rail in Holland .$2445

ALPINE EUROPE (May, June, Aug.) Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken-Glacier Express, Bernina Express, Engadine Express, Jungfrau. Steam in Hungary and Austria $2585

AUSTRO-HUNGARIAN EMPIRE (Sept.) Salzburg, Baden, Vienna, Budapest, Gyor. Steam in Austria and Hungary $2585

SCANDINAVIAN DREAM (June, July) Copenhagen, Stockholm, Narvik, Tromso, Budo, Trondheim, Bergen, Oslo. Flam Railway $2995

- *Round Trip Transatlantic Flights*
- *Excellent First Class Hotels*
- *All Breakfasts & Dinners*
- *All Touring by Rail*
- *Services of Excellent Escort*
- *"Hands On" Experiences on Most Tours*

Tripp Explorer

99 Pleasant Street, Northampton, MA 01060
OUTSIDE MASS.:800-342-4055 MASS: 800-332-0720
NORTHAMPTON AREA: 413-584-3224

BEST QUALITY PHOTOS IN AMERICA!

• ONE-OF-A-KIND •

• Sharp 8" × 10" •
• Professional Quality •

☐ Short Line
☐ Main Line
☐ Industrials

Please Specify Interest.

List: $1.00

Jim Kerr
Box 177
Alburg, VT 05440

Railroad Antiques & Artifacts

Choice things from America's leading mail order specialist in diverse non-paper RR collector's items. Museum quality (Smithsonian a regular customer), satisfaction guaranteed. Send $1. for current lists.

Scott Arden- 20457-R Hwy 126
Noti, OR 97461 (503) 935-1619

The
ROYAL HUDSON
STEAM TRAIN
Excursion

North Vancouver - Squamish, British Columbia

- 1988 Schedule -
B. C. Trail Train No. 3
May 21 - September 25
Wednesday through Sunday
Except DAILY in August

Leave North Vancouver. . .10:30 a.m.
Return North Vancouver . . .4:00 p.m.

Enjoy the scenic wonder of the BC Rail mainline along the reaches of Howe Sound where the mountains truly meet the sea.

Steam Charters and Extended Excursions will be available in 1988.

For Ticket, Charter and Excursion Information contact:

Royal Hudson Steam Train Society

206-744 W. Hastings St.
Vancouver, British Columbia, Canada
V6C 1A5

Phone: (604)689-9222

Fanmail

The Bay Line

The Bay Line article in the March '88 was very well planned and written. However, I have some up to date information on the A&StAB.

Last December 12 and 13 the A&StAB ran a special five-car passenger consist including Seaboard System business cars 321 and 325. Members of the Bay Line Module Railroad Club were invited to ride the train, free of charge, all the way to Dothan on Sunday.

The two SD9s and SD40 (504/505/506) are now history, as a derailment in Cottondale during mid-January was attributed to the six-axle locomotives. It was decided to trade the dinosaurs for five ex-NS GP38-2s to be delivered soon.

Stone Container Corp. has also purchased the ex-ACL line from Grimes to Abbeville, Ala., and the Bay Line will operate each workday. The Panama City paper mill also has a second diesel, an SW9 also yellow with the RSS logo. RSS stands for "Rail Switching Services," and the SW only comes to life when the Geep is in for mechanical work.

ROGER L. ARNOLD
Parker, Fla.

New Westminster "Bridge" traffic

Regarding "CN's New Westminster Bridge" in the February '88 RAILNEWS, I have some good news and some bad news.

The good news is that despite being rammed again during the repair process, the bridge re-opened for train traffic on December 23, 1987, and for marine traffic on January 6, 1988.

The bad news that the story contained a number of inaccuracies.

It is not CN's bridge. The bridge belongs to, and is operated by, the Canadian federal government.

Via Rail has not regularly operated over the bridge since 1979. Both the *Canadian* and the *Super Continental* depart Vancouver's CN Station via BN's 4th Sub to Sapperton, then CP's Westminster and Cascade Subs to Mission City. The *Canadian* continues east on CP, while the *Super Continental* crosses the river to the CN.

Contrary to the story, CP does use the bridge a couple of times a week, and the statement that "trains will travel over BN's 4th Sub to the Second Narrows Bridge into CN's Thornton Yard" is geographically impossible. The Second Narrows Bridge leads to North Vancouver, while Thornton Yard is on the south side of the Fraser River, just a couple of miles east of the damaged bridge. BN and BC Hydro trains also detoured over CP Rail between Sapperton (east of Vancouver) and Abbotsford .

I realize this letter brings up the old question, "If you know so much, why didn't you send in the news?" Next time, I will.

DEAN OGLE
Custer, Wash.

Deltic fan

Hallelujah, we finally got that Yankee R&R editor out of his ethnocentric rut! Seriously, though, it's great to be able to see foreign railways through the eyes of a fellow American railfan. Usually the most we hear is how "toylike" the British equipment looks alongside American stock. I'll pass the hat to pay for your next trip if you'll promise to run over the regions you obviously missed this time. Head for the Eastern and Scottish regions next. York's National Railway Museum ranks among the top on the world.

But Class 37s as the Alco PAs? Come on. You must be comparing sounds or looks, but not real side-by-side popularity, duties, numbers, etc. The 37s are a large class of dual-traffic locomotives used primarily in freight service these days and really rate as an early second generation diesel (1960-1965). The PAs were true first generation passenger locomotives and now nearly extinct.

Let's see, what in Britain fits as a high-speed first generation passenger-only diesel that replaced steam and still has the popularity of a steam locomotive, despite being no longer in service? Well I can hear the Western Region nominating the "Western" diesel-hydraulics, but they really were dual-traffic locos. The "British PAs" were and are the "Deltics," the 3300-h.p., 100 m.p.h. hot-rods that replaced the Gresley Pacifics on the ECML in the early 1960s. When retired in 1981, those 22 engines had a following unmatched by almost any diesel, or any locomotive, worldwide. Not even the GG1 had such an enthusiastic and devoted cult following. At every major station on the last excursion from London to Edinburgh, the cry "My Lord" could be heard as a final salute to the deposed king from his loyal followers. What

"THE TWILIGHT OF STEAM"
By David Tutwiler

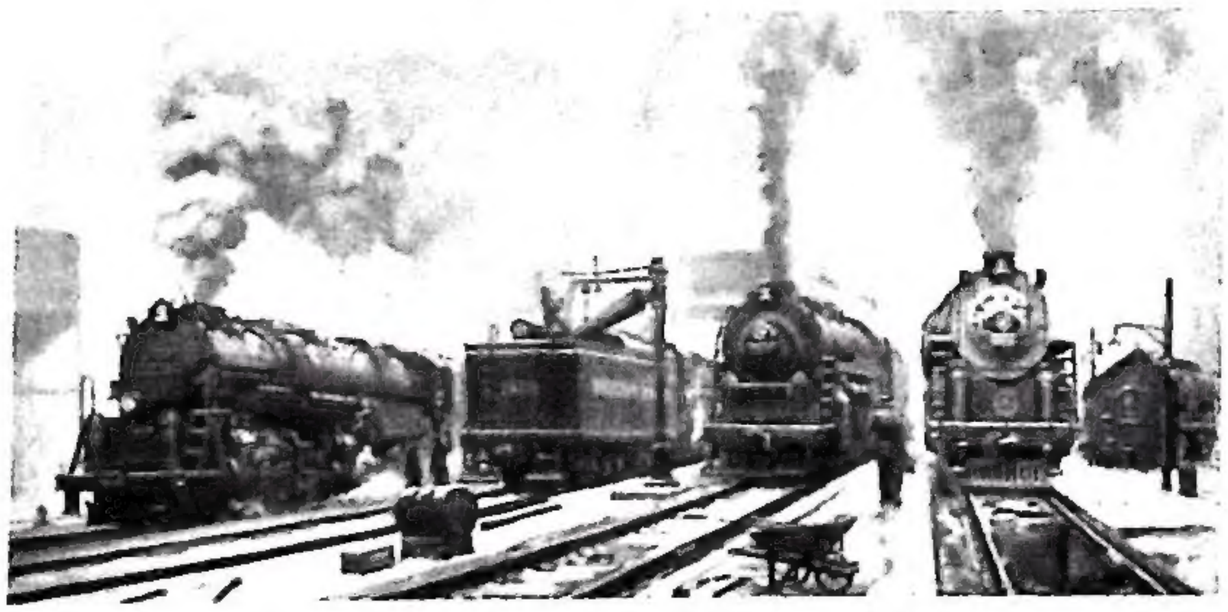


Image size 21" × 10½", on archival grade acid free paper.

The Don Ball, Jr. Limited Edition Series
"The Twilight of Steam" is the first in a series of prints from original oils commissioned by the late Don Ball, Jr.

This stunning scene captures a moment in time as David Tutwiler depicts steam in its final days of glory. The Western Maryland No. 1207 surges out of the yard while No. 1401 takes on water at the icy winter 'plug', and the Reading R.R. No. 2119 and B&O No. 5305 receive maintenance as they pause between orders. To the far right there lurks a B&O F Unit No. 74, which, by its presence, symbolizes a new era about to invade American railroads. Published in a limited edition of 950. Each print signed and numbered by the artist.

$65.00 plus $4 shipping and handling. Illinois residents add tax.

Meridian Limited Editions
Dept. R4 • P.O. Box 389 • Winfield, IL 60190

Send for free brochure of David Tutwiler railroad prints.

did we hear on the last GG1 run? Clicking shutters. No less than six Deltics, plus one cab of a seventh, were preserved—all operable (the cab is on a trailer for display.)

As a request, take along plenty of flashbulbs on your next trip. That shot of 47.501 on page 66 of the March '88 issue rates as one of your all time best.

Now if we only could have seen a Deltic on the Pennsy.

ALEXANDER D. MITCHELL IV
Selinsgrove, Penn.

⇐ *Sandy Mitchell makes a good point about the Deltic being the "PA of England," and I'd accept his nomination with one exception. The Deltic was probably the only major loco class that* didn't *sound like an Alco. The Deltic engine was more a kin to the opposed-piston Fairbanks Morse, and judging by the videotapes I've seen of them, the Deltics sounded rather like an FM with more of a "rushing" exhaust. My choice for the 37s being the "PAs of England" was my fascination with their looks, and it's an opinion based more on emotional than intellectual judgment. As far as a Deltic on the Pennsy is concerned, Sandy and I have talked about the fact that the prototype Deltic has American-style headlights and was intended as an international demonstrator, though it never left the U.K. And who more likely to try a double-ended, high-horsepower passenger unit than the Pennsy? Can't you see it now ... sitting in Bay Head alongside a Pennsy passenger Baldwin Shark and a CNJ double-ended passenger Baldwin baby-face ... the Deltic wearing PRR lift-rings, oversize number boards, rooftop radio antennas, pinstripes and keystones. Blimey!*—J.B.

A.E. Brown

Louis Saillard's article "The Legacy Of A.E. Brown" in your February 1988 issue was very much appreciated by me. His picture work is superb and will last forever. Pictures of the locomotives and trains were just great, and his pictures on pages 40 and 42 of men in action around stations and towers show that there is more to railfanning than taking pictures of engines and cabooses.

Fast fading from the American rail scene is the signal tower and the country depot. I spent 40 years of my life working in depots and towers on the Santa Fe. It is very sad to me to see this great change come over the land. How about a few articles in the future with pictures of this vanishing Americana.

W.W. SIMMS
Umbarger, Texas

⇐ *Take a look at pages 49-51*—J.B.

RAILROAD WITH 3 GAUGES
A complete history of a most unique railroad, the ***CININNATI, GEORGETOWN & PORTSMOUTH RR.***
580 pages - abundant photos, maps, timetables, forms. $22 plus $2 mailing (Ohioans add $1.21 tax)
David McNeil, 29 Clark Ave., Cincinnati, Ohio 45215

NEW VIDEOS

Duplicate slides from the Maguire-Rohrbeck Collection. Videos by Allan H. Berner. SASE for list.

BEN ROHRBECK, 1003 N. Chester Road
West Chester, PA 19380

Combos count as 1 item.

35% OFF FOR 7 OR MORE

30% OFF for 6, 25% OFF for 5, 20% OFF for 4, 10% OFF for 3 - GOOD UNTIL JUNE 1!

Many collectors wait for a sale to bring their Sunday River library up to date. Now we've made it even easier: this year's discount has been raised another 5% right across the board. You can even include our spectacular combos, such as 1218 "The Big 'A'" plus 2121 "Norfolk and Western Articulateds" plus 600 "Powhatan Plus": list price $95.00 for only $61.75 when combined with six other items. All combos count as a single item. We've had to limit this year's sale to just one month, so act quickly! Our 100% money back guarantee applies even to sale purchases. If you're not more than satisfied with any item - in fact, if it isn't better than any other tape you have on the same subject - just send it back for full refund, but tell us why so we can try harder next time.

2124	Rambling On The Reading	60 min	79.95	69.95	39.95
2102	The Complete 2102	60			39.95
2101	Stompin' On Sand Patch	17			19.95
1218	The Big 'A'	60	95.00	69.95	39.95
2100	Norfolk & Western Articulateds	60			39.95
600	Powhatan Plus	40			29.95
B&O	Baltimore & Ohio Steam	80			49.95
6060	Steel In The Sky	28			29.95
86	Expo Parade	28			29.95
8444A	Blizzards, Freights and Streamliners	49	79.95	49.95	39.95
8444B	In The Beginning ...	23			29.95
8444O	8444 Across Oregon	46			39.95
3985	The Complete 3985	43			29.95
2860&2839	Royalty Across The Rockies	33			29.95
614A&B	Thunder In The Alleghennies I & II	48		49.95	29.95
614C&D	Thunder On Cranberry	31			29.95
765A	Autumn In The Great Gorge	41		49.95	29.95
750+759+765	Forty Years Of Nickel Plate Berkshires	37			29.95
SP	Southern Pacific Steam Since 1890	34			29.95
GS-4 & 6	As It Used To Be + Daylight Colors	29			29.95
4449LA	Daylight On Tehachapi	32			29.95
X49E	Extra 4449 West (Miami to Portland)	38			29.95
4449A-E	On The Freedom Trail	41			29.95
1246	The Last Ride To Rutland	27			29.95
GMA+25NC	Steam In South Africa	20			29.95
NYC	Niagaras and Mohawks	18			19.95
WOW	Favorites On Freight (765,8444,4449,3985)	45			29.95
QJ	Steam In China	23			29.95
3	Gears In The Woods	28			29.95
610B	Doubleheading On The N&W	10			19.95
2716	Storming Braswell Mtn.	14			19.95
V & T	Virginia & Truckee: The Final Years	20			29.95
	NARROW GAUGE				
24	Sandy River & Bridgton & Harrison	33			29.95
461	The Complete Silverton	31			29.95
460+OY	Narrow Gauge In Winter + Rotaries	23			29.95
484	The Complete Cumbres	31			29.95
NGP	Narrow Gauge In Portugal	13			19.95
	STREAMLINERS				
2	The Canadian	44			39.95
RZ	The Rio Grande Zephyr	30			29.95
104	Cities of L.A., Portland, Super Chief, North Coast Limited (silent)	38			29.95
9900	The Pioneer Zephyr (Black & White-Silent)	23			29.95
	ELECTRICS				
CA&E	The Chicago, Aurora & Elgin	30		39.95	29.95
SSL	South Shore Memories	32			29.95
GG-1	Under The Heat (silent)	10			19.95
E-34	Little Joes & Boxcabs (silent)	10			19.95

CALL NOW TOLL FREE 24 HOURS A DAY
Credit Card and COD Orders.

MASS. RES. ADD 5% SALES TAX

Specify VHS or Beta II

800-334-0854 Op. 423

We ship postage free in the U.S. UPS $2.50 extra. Add $2.50 per tape for Canadian Postage

Sunday River Productions
P.O. Box 565 Concord, Mass 01742

#91 WILL RIDE THE RAILS

ON "SUPER STEAM SATURDAY"
Middletown, PA - JUNE 4, 1988

Here's how you can capture a part of this history-making event: ***You can become...***

"Honorary Vice-President" for-a-day!

INCLUDES:
1 Steam Team Hat
1 Steam Team Shirt
1 Historic Steam Team Pin
1 Gold-Plated Ticket with Engraved Date

-plus-

RESERVED SEAT ON MAIDEN "CHAMPAGNE" TRIP OF #91 JUNE 4th, 1988
2 Runbys for Camera Buffs

ALL THIS FOR 64.00!!

WE EXPECT THE GOVERNOR & PRESIDENTIAL CANDIDATES TO BE ON BOARD

Only 84 Seats Left!

We Are Now Reserving For

A 2nd Run Modified Package!

2 Seats: $64.00

Yours For Steam!
Nick Farr – Chairman

Call or write:
FRIENDS FOR STEAM
P.O. BOX 16
MIDDLETOWN, PA 17057
(717) 944-0619

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____

☐ Yes! I want to be on the "Champagne" Run of #91 on June 4, 1988. Enclosed is my check for $_____ for _____ "Vice President for a Day" kits*, including _____ reserved seats on this historical maiden run.

Mastercard, Visa, American Express, Discover

Card # _____
Expiration Date _____

*Specify shirt sizes:
Child: 4-6-8-10-12-14 _____
Adult: S-M-L-XL _____

PLEASE ALLOW 60 DAYS FOR DELIVERY OF KITS OR NO LATER THAN MAY 1st, 1988

JMC's got the Largest Selection of Railroad Books, Videos and Gifts in the U.S.A.

You can get our catalog for only $1.00

JMC's Source Book #5 lists over 500 books from dozens of publishers. It has 64 pages crammed with railroad books of all kinds– picture books and fact books, with a number of specialized subjects. Our catalog's video section now lists 230 VHS format video tapes. We also offer railroad stories on audio cassettes. Our gift section has a big selection of clothing, patches, mugs, plaques, thermometers, clocks and other items.

Please be aware that the prices in the catalog and product availability are subject to change without notice.

JMC

To:
1025 Industrial Drive
Bensenville, IL 60106
(312) 595-0210

Include $1.00 with
Your Name
Address
City State
Zip

Rio Grande Southern?

Just read your RAILNEWS for March 1988 regarding the proposed merger of the Denver & Rio Grande Western and the Southern Pacific railroads. Funny that your thoughts on possible renamings should so closely echo those heard around our offices! Wouldn't that be a trip?

HERB KELSEY
Rio Grande Southern
Historical & Technical Society
La Mesa, Cal.

Fuji Ektachrome?

In the March '88 CAMERA BAG it is indicated that Kodak will process any E-6 compatible film, which they have done for some months how. I am enclosing a slide of Fujichrome 100 that has just been returned to me from Atlanta in an Ektachrome mount. I was expecting a blank mount, but this is what I got. So, how many Ektachrome slides today are not what they say? Even when processed by Kodak!

I also have used Eastman 5247 and 5294 on several occasions and had it processed by Dale Laboratories for several years, with quality improving constantly. However, I am now using more Kodacolor 100 or 200 VR-G film, and Dale Labs will process it with slides and prints giving a good latitude of color exposure.

WILLIAM SCHNAITER
Orlando, Fla.

Kelly on Cajon

I really enjoyed Bruce Kelly's "One Day on Cajon" article in the March issue. My friends and I have worked the Santa Fe's First Subdivision between Barstow and San Bernardino a couple of times and found that the best place to photograph the heavy freight action is in and around the Cajon Pass vicinity. The morning hours seem to be the busiest time of the day on Cajon. That's when the Santa Fe's eastbound parade from Hobart Yard in Los Angeles starts showing up along with UP's eastbound fleet from East Yard in East Los Angeles. Throw in a couple of hot SP symbol freights on the Palmdale Cutoff, and you can't go wrong. One of my fondest memories of Cajon Pass is the time when the UP's hot LADET (Los Angeles to Denver Trailers) overtook a slower LANP (Los Angeles to North Platte manifest). That sure was a great sight to see. There's nothing like burning plenty of Kodachrome 25 on those beautiful sunny California days. Thanks for the memories.

DAVE ORI
Parma, Ohio

New York Harbor

The March 1988 PUBLISHER'S DESK would leave the impression that the only ferry operation on New York Harbor is the Staten Island Ferry. This is incorrect. The Cross Harbor Railroad moves carfloats to and from Jersey City and Brooklyn (Bay Ridge, Red Hook and Brooklyn Navy Yard). In addition, various waterfront customers who lack rail connections are served by CHRR carfloat, continuing a practice from the now defunct New York Dock Railroad. This operation also removes the "Selkirk Hurdle' for southern rail traffic bound for the LIRR and is the outside connection for the South Brooklyn Railroad, through which all transit cars enter and leave the transit system.

BILL O'BRIEN
Floral Park, N.Y.

In his March '88 editorial, Hal Carstens mentioned the Hudson River ferries which I used in the years ago; 3¢ was the usual fare in the late 1930s and into 1950 on the CNJ, at least. Hal omitted mention of the Holland Tunnel, opened about 1927, which emerged in Jersey City, closest to the CNJ ferry terminal. I don't know whether the B&O Uptown Manhattan connection used the tunnels but, the Brooklyn connection was via the CNJ ferry.

As an 11-year-old, in July 1933 I had a trip on the B&O's *National Limited*, flagged about 9 a.m. at Hancock, Md; it had an air-conditioned (first in U.S.A.) coach and diner and arrived at Jersey City behind Pacific

BLUE MOUNTAIN & READING R.R.

— presents —

RAILFAN WEEKEND III

Friday Night - Saturday - Sunday, June 24th - 25th - 26th, 1988

EQUIPMENT: RDG. #2102, BMR #425, RDG. #5513, RDG. #5308, P.R.R. #5898-5706, RDC BUDD CARS

SPECIAL EVENTS INCLUDE: NIGHT PHOTO SESSION, BANQUET w/SLIDE SHOW & GUEST SPEAKERS, PHOTO RUNBY'S, CAB RIDES, FOOD, MUSIC, DOOR PRIZES, R.R. FLEA MARKET, SPECIAL RUNS, NIGHT RUNS ON BM&R TRACKAGE, 50 MPH MAIN LINE STEAM. GRAND FINALE STEAM DOUBLE HEADER.

Passenger Trains Run Every Hour This Weekend On 13 Miles of 50 MPH Trackage 9:00 A.M. to 4:00 P.M.

If you've never been to a B.M.&R. Railfan Weekend, you don't know what you're missing. During the 3 day weekend the B.M.&R. probably operates the best mix of motive power in the entire railroad industry and all on 13 miles of 50 mph trackage called by some as the best tourist railroad in the industry.

FOR DETAILS & TICKET INFORMATION

425 CONCESSIONS, INC.
c/o BLUE MOUNTAIN & READING RAILROAD
P.O. Box 425, Hamburg, PA 19526 1-215-562-4083
OFFICE HOURS: WEEKDAYS 9:00 A.M. to 4:00 P.M.

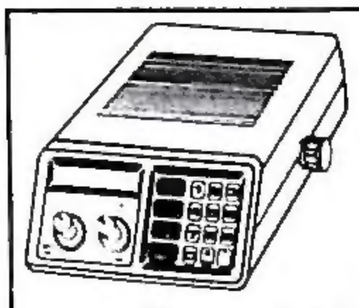
BLUE MOUNTAIN AND READING RAILROAD
"The Route of Friendly Service"

"The Largest Dealer of Scanners in the World"

SCANNER WORLD, USA®

10 New Scotland Ave., Albany, NY 12208 518/436-9606

Scanner World, USA • 10 New Scotland Ave. • Albany, New York 12208 • (518) 436-9606



— SPECIAL —

Regency®

MX-3000

Special $169.99

($7.00 shipping)

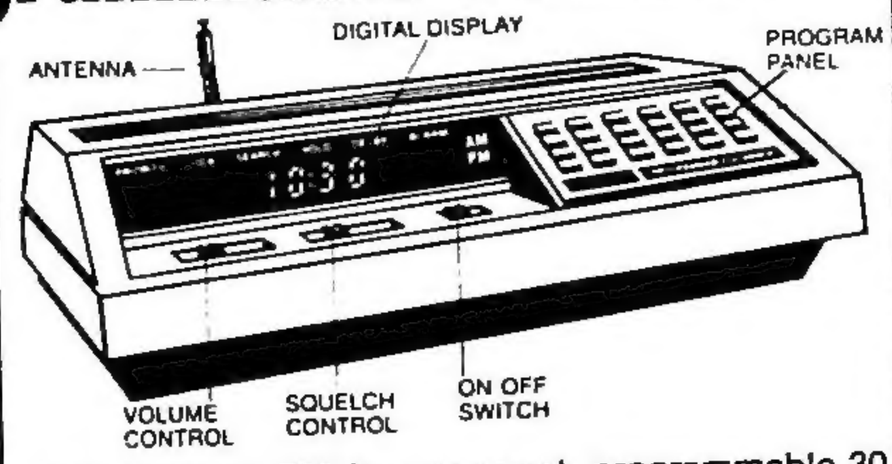
30 CHANNELS—MOBILE/BASE

—SCANNER WORLD EXCLUSIVE—

Features include simple programming of the following frequency ranges: 30-50 MHz, 144-174 MHz, 440-512 MHz. Digital display, priority, search, lockout, delay, dim control, top mounted speaker, one year factory warranty. Includes AC & DC cords, mobile mounting bracket, telescopic antenna. All for only **$169.99** plus $7.00 shipping (optional extended warranty: 3 years $39.99; 2 years $29.99.) MX3000 Service Manual $5.00.

Regency® Z30

30 Channel Automatic Programmable Scanner



Scanner World Special

$129.99

(plus $7.00 shipping each)

Optional Accessories:
Cigarette Lighter Plug RGMPC . $4.95
Z Mobile Bracket — ***Special*** . . . $5.99

The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.) Z-30 Service Manual $5.00.

Cobra SR-15

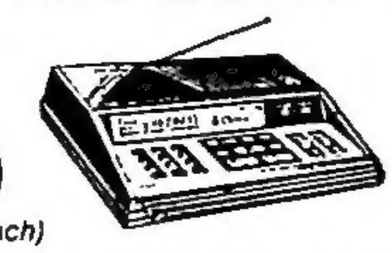
$209.99 *($7.00 shipping)*

100 channel pocket sized hand-held scanner (6"Hx1"Dx2¾"W), no crystal, portable scanner, 29-54 MHz, 118-174MHz, 406-512 MHz, bank scanning, backlit LCD display, automatic search, lockout, scan delay, priority, key lock, plus much more. Includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter charger, earphone, and carry case, optional cigarette lighter adapter #15MPC $12.99.

BEARCAT 100-XLT Hand-Held 100 Channel	$219.99	(7.00)
BEARCAT 70XLT Programmable Hand-Held	169.99	(6.00)
BEARCAT 50XL Programmable Hand-Held	119.99	(5.00)
AD100U AC Adapter/Charger for 50 XL	12.95	(*)
BP55 Ni-Cad Battery Pack for 50XL	13.99	(*)
VC001 Carry Case for 50XL	11.99	(7.00)
PS001 Cigarette Lighter Adapter for 50XL/100XL	12.95	(*)
BEARCAT 140 AC Programmable Scanner	94.99	(5.00)
BEARCAT 145XL AC Programmable Scanner	99.99	(5.00)
BEARCAT 175XL AC Digital Scanner	159.99	(5.00)
REGENCY TS-1 Turbo Scan AC/DC	239.99	(7.00)
REGENCY TS-2 Turbo Scan 800 AC/DC	339.99	(7.00)
BEARCAT 210XLT AC/DC Digital Scanner	199.99	(7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	279.99	(7.00)
REGENCY HX-1500 Hand-Held Scanner	224.99	(7.00)
REGENCY MA-257 Cigarette cord for HX1000/1200	10.99	(*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99	(*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	19.99	(*)
REGENCY MA-549 Drop In charger for HX1000/1200	89.99	(5.00)
REGENCY MX-3000 AC/DC Digital Scanner	169.99	(7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99	(7.00)
REGENCY Z-60 AC/DC Digital Scanner w/Air	139.99	(7.00)
Mobile Mounting Bracket for Z Scanners	5.99	(*)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99	(4.00)
REGENCY RH-256B High Band Transceiver	359.99	(7.75)
REGENCY UC 102 Hi-VHF Hand Transceiver	119.99	(5.50)
REGENCY RH-600B High Band Transceiver	429.99	(7.75)
REGENCY R806 AC/DC Crystal Scanner	79.99	(5.00)
REGENCY INF-1 Informant Receiver	249.99	(7.00)
REGENCY INF-2 Informant Receiver	324.99	(7.00)
REGENCY INF-3 AC Informant Receiver	249.99	(7.00)
REGENCY INF-5 AC Informant Receiver	199.99	(7.00)
REGENCY R1090 Digital AC Scanner	147.99	(7.00)
COBRA SR12 Digital Hand-Held Scanner	189.99	(6.50)
COBRA SR10 Digital Hand-Held Scanner	129.99	(6.00)
COBRA SR900 AC/DC Digital Scanner	104.99	(5.00)
COBRA SR295 AC/DC Digital Scanner	109.99	(7.00)
Book "Top Secret Registry of Gov't Frequency" 6th	13.99	(3.00)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95	(*)
Book "Betty Bearcat Frequency Directory"	14.95	(*)
Book "Rail Scan Directory"	7.95	(*)
Book "Air Scan Directory"	12.95	(*)
RCD MRP-1 Single Channel Hand-Held	38.99	(3.00)
FANON M8HLU DC Crystal Scanner	89.99	(5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99	(*)
FOX BMP-1060 AC/DC Digital Scanner	129.99	(5.50)
FOX Mounting Bracket for BMP-1060	9.99	(*)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99	(3.00)
ANT-6 Base Scanner Antenna w/50' cable	29.99	(3.00)
REGENCY RD-ONE Radar Detector	39.99	(4.00)
REGENCY CB-ONE CB Radio	34.99	(5.00)

SCANNER WORLD SPECIAL

COBRA SR-925



$109.99

(plus $7.00 shipping each)

Digital programmable, 16 channel, AC/DC mobile/base, with raised button keyboard for easy programming of the following frequency ranges: 29-54mhz, 118-174mhz, 406-512mhz. Covering aircraft, marine, police, fire, weather, trains, public service, plus much more. Features include: digital display, priority, scan delay, weather button, channel lockout, search, scan speed, automatic squelch, memory backup, one year factory warranty, external speaker jack. . (Extended warranty 2 years extra $29.99, 3 years extra $39.99.)

Bearcat

BC-600 XLT

$249.99 *($7.00 shipping).*

Digital Programmable 100 Channel Scanner

BC-600 XLT covers the following frequencies 29-54 MHz 118-174 MHz 406-512 MHz Features compact size of 6-5 16"Wx1-5 8"Hx7-3 8"D scan delay, priority memory backup, channel lockout, bank scanning, key lock AC DC power cords, telescopic antenna mounting bracket supplied, one year factory warranty, search, direct channel access, track tuning, service search including pre-programmed frequencies by pushing a single button for police, fire emergency, aircraft, weather, and marine services Plus exclusive optional features never available on any scanner before First is an RF receive amplifier for boosting weak signals for only $24 99 plus a CTCSS tone board is available for only $59 99 to make this the number one scanner available in the USA Optional cigarette lighter plug #600MPC $4 99

BEARCAT BC-950XLT

Same features as BC-600XLT but also receives 800-954mhz.

$289.99 *($7.00 shipping)*

REGENCY Z-60

Same features as Regency Z-30.

With the addition of aircraft 118-136mhz and FM broadcast 88-108mhz. Z-60 also receives a total of 50 channels.

ONLY $139.99

(plus $7.00 shipping each)

BEARCAT 70XLT

20 CHANNEL HAND-HELD SCANNER

Small size 6"Hx1"Dx2¾"W, full digital readout, priority, search, channel lockout, scan delay, key lock. Covers following frequencies: 29-54mhz, 136-174mhz, 406-512mhz. Package includes rubber antenna, rechargeable Ni-Cad battery pack, AC adapter/charger, and carry case.

SPECIAL PACKAGE DEAL **$169.99** ($6.00 shipping each)

ORDERING INFORMATION

Call (518) 436-9606 to place orders by phone or mail orders to ***Scanner World,*** 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. ***Scanner World*** accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. ***Scanner World*** warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax. Any claims must be made within 7 days of merchandise receipt.

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.50 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

Scanner World, USA®

10 New Scotland Ave., Albany, NY 12208

(518) 436-9606

Most orders Shipped Same Day Received!

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 100,000 items in our stock. We do NOT sell any reprints. All are original railroad issue.

You'll learn about railroad operations from these....

RULE BOOK –
SEABOARD SYSTEM 1984. Over 200 pages with operating, signal and communications rules.
Hard Cover Binder ..... $20.

CONDUCTOR'S INSTRUCTIONS: – Amtrak 1981. Fare Rules, Safety Rules, Operating Rules, PA Announcements, etc. 200+ pages, Hard Cover three ring Binder ..... $20.

AMTRAK EMPLOYEE TIMETABLE: Northeast Corridor, Schedules, Instructions, maps, Over 400 pages, Binder ..... $20.

EMPLOYEE TIMETABLES: Line by line trackage, instructions, speeds etc.....

CN-Prarie 1986	$ 8.
GTW-System 1982	$ 6.
ICG-Midwest 1983	$ 6.
MILWAUKEE RD Syst-82	$10.
N & W-Pocahontas 1981	$ 6.
NS-Crescent 1987	$ 8.
PRR-Eastern 1965	$ 8.
PC-Eastern 1971	$ 8.
SBD-Florence 1984	$ 6.
SBD-Nashville 1985	$ 6.
SBD-Raleigh 1985	$ 6.
SOO-SYSTEM 1986	$10.
SSW-Kansas City 1981	$ 8.
SP-Eastern 1986	$ 8.
SP-Northern 1986	$ 8.
UP-System (with MP) 1986	$ 8.

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. One from the 1940s, one from the 1950s, one from the 1960s...3 System timetables for only $12.00. Choose from ATSF,ACL,CB&Q, MILW,CRIP,CV,C&O,B&O,IC,GN,NH, NYC,N&W,NP,PRR,SAL,SOU,UP. Six sets for $60.00

EMPLOYEE TIMETABLE STARTER KIT: Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP,ICG,SCL,SOU,ATSF,BN,MP, ROCK ISLAND, and CP. All ten for $25.00.

Our monthly catalogue lists hundreds of items. No charge, sent with each order. or send a SSAE.

Carl Loucks

...SELLING RAILROAD TIMETABLES

199 Wayland St., North Haven, CT 06473

5304, *President Monroe*. The Brooklyn connection was on the ferry, to the Hotel Bossert, I believe.

I took photos of the B&O, Reading and CNJ at Jersey City and Communipaw from 1937 to 1942 and after WWII had a photo of B&O 5319, not 5304, on my desk until glass-topped desks went out of vogue. Until the Port deteriorated and Baltimore and Philadelphia modernized and expanded their terminals (for break-bulk cargo) I handled railroad "lighterage free" deliveries of Bethlehem Steel alongside ocean-going vessels in New York Harbor. We called the open-top deck barges "lighters" along with steam lighters, "scows" are enclosed deckhouse barges for boxcar freight. Occasionally carfloats might be used, again for open-top car freight. Almost all gone.

WILLIAM F. FENNELLY
Yonkers, N.Y.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

April 9-10, 1218 Birmingham, Ala., to Chattanooga and return each day (HOD); **April 16,** 1218 Atlanta to Toccoa, Ga., and return (ACN); **April 17,** 1218 Atlanta to Chattanooga and return (ACN); **April 23-24,** 1218 Asheville to Statesville, N.C., and return each day (ASHV); **April 30,** diesels Huntsville, Ala., to Chattanooga and return (NAR).

May 7, 1218 Greensboro, N.C., to Spartanburg, S.C., and return (GCN); **May 7,** diesels Knoxville to Chattanooga and return (OS); **May 8,** 1218 Greensboro, N.C., to Roanoke, Va., and return with diesels (GCN); **May 14,** diesels Alexandria to Lynchburg, Va., and return with 1218 (WACN); **May 14,** diesels Bristol to Roanoke, Va., and return (WTC); **May 15,** 1218 Alexandria to Front Royal, Va., and return (WACN); **May 15,** diesels Johnson City, Tenn., to Asheville, N.C., and return (WTC); **May 21,** Roanoke to Bluefield one way (RCN); **June 10,** 1218 Bluefield to Portsmouth, Oh., one way (RCN); **June 11,** 1218 Portsmouth to Fort Wayne, Ind., one way (RCN); **June 12,** 1218 Fort Wayne to Chicago, Ill., one way (RCN); **June 11,** diesels Winston-Salem to Wilkesboro, N.C., and return (SBM); **June 12,** diesels Winston Salem to Roanoke and return (SBM); **June 18,** diesels Raleigh to Spencer, N.C., and return (ECN); **June 19,** diesels Raleigh to Winston-Salem, N.C., and return (ECN); **June 18,** 1218 Chicago to Fort Wayne, Ind., and return (CNRH); **June 19,** 1218 Chicago to Forest, Ill., and return (CNRH).

July 9-10, Detroit, Mich., to Fort Wayne, Ind., and return each day (BWC); **July 16-17,** 1218/diesels Detroit, Mich., to Cincinnati, Oh., via Fort Wayne, Ind., overnight in Cincinnati and return next day (BWC); **July 23-24,** 1218 Buffalo, N.Y., to St. Thomas, Ontario, and return (destination tentative)(BCN).

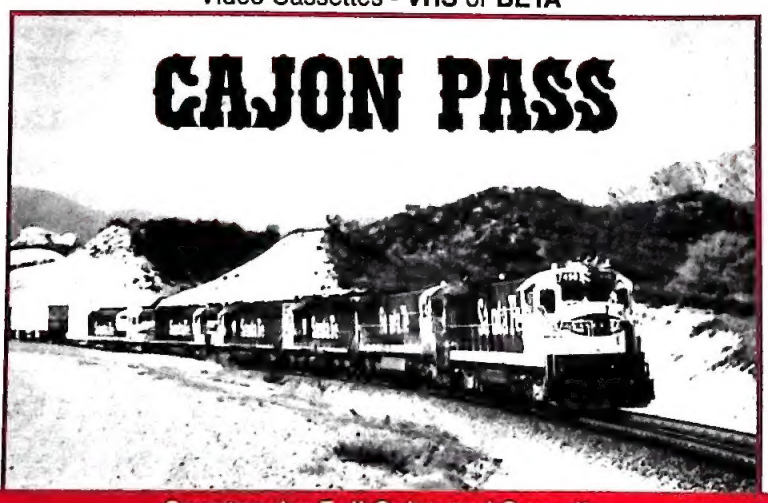
August 6, 1218 Conneaut, Oh., to Buffalo, N.Y., and return (LSR); **August 6,** 1218 Conneaut to Bellevue, Oh., and return with diesels (LSR); **August 13-14,** 1218/diesels Cleveland to Columbus, Oh., and return each day for the Ohio State Fair (MRC); **August 20,** 1218 Toledo to Columbus, Oh., and return for the Ohio State Fair (MRC); **August 27,** 1218 Portsmouth, Oh., to Iaeger, W.Va., and return (CPHC); **August 28,** 1218 Portsmouth, Oh., to Kenova, W.Va., and return (CPHC).

September 17-18, 1218 Columbus to Portsmouth, Oh., and return each day (BCC); **September 24,** diesels Johnson City, Tenn., to Natural Tunnel, Va., and return (WTC); **September 24-25,** 1218 Lexington, Ky., to Chattanooga, overnight and return next day behind 611 (BGM).

October 1, 611 Cincinnati to Muncie, Oh., and return (CCN); **October 1,** diesels Roanoke to Abingdon, Va., and return (RCN); **October 2,** diesels Roanoke to Winston-Salem, N.C., and return (RCN); **October 2,** 611 Cincinnati to Danville, Ky., and return (CCN); **October 8-9,** 1218 Birmingham, Ala., to an unknown destination and return (HOD); October 8-9, diesels Hagerstown, Md., to Luray, Va., and return (WC); **October 15-16,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 15,** diesels Norfolk to Emporia, Va., and return (TWC); **October 16,** diesels Norfolk, Va., to Edonton, N.C., and return (TWC); **October 19-20,** diesels Spencer to Raleigh, N.C., and return each day to the State Fair (TWC); **October 22-23,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22,** diesels Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV); **October 23,** diesels Asheville to Pisgah Forest, N.C., and return (ASHV); **October 29,** diesels Charlotte to Asheville, N.C., and return (PCCN); **October 29,** 611 Atlanta to Toccoa, Ga., and return (ACN); **October 30,** 611 Atlanta to Chattanooga and return (ACN); **October 30,** diesels Charlotte, N.C., to an unannounced destination (PCCN).

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 5,** 611 Chattanooga to Attalla, Ala., and return (TVRM); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** diesels Atlanta to Toccoa, Ga., and return (ACN); **November 6,** diesels

Take A Ride With VideoRails™
Producer of Award-Winning Video Programs
Video Cassettes - VHS or BETA



Spectacular Full Color and Sound!
Write or call for free Color Brochure:
VideoRails • P.O. Box 80001 • San Diego, CA 92138
1-800-262-2776 • 1-619-581-0303

Atlanta to Chattanooga and return (ACN), November 12-13, 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

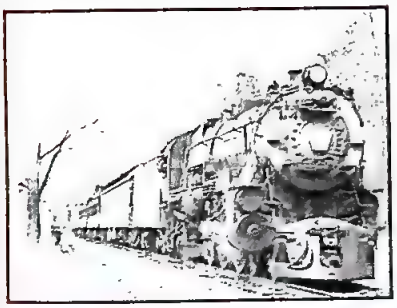
The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave, Asheville, NC 28804; (BCN) Niagara Frontier Chapter NRHS, No 4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (ECN) East Carolina Chapter NRHS, P.O. Box 83, New Hill, NC 27562; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (NCTH) North Carolina Transportation History Corp., P.O. Box 44, Spencer, NC 28159; (NAR) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (OS) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WACN) Washington Area Chapters NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605

TROY, NEW YORK, April 16-18. "Remember the Rutland Weekend II" mini-conference about the Rutland Railroad with clinics, movies, talks and field expeditions. Held at the Student Union of the RPI Campus. Begins 10am Saturday. $15 by reservation only. Contact: Renssalear Model Railroad Society, c/o Charles Biltwell, Box 27, Student Union, RPI, Troy, NY 12181; 518/276-2764.

LOS ANGELES, CALIFORNIA, April 17. Pacific Rail Society excursion from L.A. to Mojave via Saugus and return through Cajon Pass. Consist will be two Amfleet coaches and five private cars. Departs L.A. at 9:30am and returns at 7pm. $97 coach, first class additional. Contact: Russel Homan, Excursion Director, 1255 North Michigan Ave, Pasadena, CA 91104; 213/283-0087.

PERRIS, CALIFORNIA, April 23-24. Orange Empire Railway Museum's Annual Rail Festival from 9am-5pm at the Museum. Adults $5, kids 6-11 $3, 5 and under free. Contact: Orange Empire Railway Museum, South A Street, Perris, CA 92370; 714/657-2605.

EUREKA, CALIFORNIA, April 30 and May 1. Donkey Days celebration with free rides on Bear Harbor 0-4-0T No.1 and



Attention PENNSY Fans

Another New Video from BERKSHIRE!

"JUNIATA'S JEWEL"

Pennsy's K4s #1361

$39.95

PRR K4s #1361 returns to service in this professionally produced hour long video.

From display on Horseshoe Curve to excursion service on the Nittany & Bald Eagle, we'll give you an in-depth look at the locomotive that was the keystone of the Pennsylvania Railroad's mainline passenger service. ★ Restoration, Runbys & More ★

ORDER YOUR COPY TODAY!

Send for our Free Illustrated Catalog!

VISA

BERKSHIRE PRODUCTIONS

PO Box 575 • Brunswick, Ohio 44212 • (216) 225-0303

MasterCard

SCENIC LINE OF THE WORLD

A careful historical study of the original Denver & Rio Grande narrow gauge "transcontinental" from Denver across the Rockies to Salt Lake, and its modern-day remnant over Marshall Pass and thru the Black Canyon. By Gordon Chappell and Cornelius Hauck. 160 pages 8½x11, profusely illustrated, maps, index, two full color Otto Kuhler paintings, deluxe cloth binding. Expanded from Colorado Rail Annual No. 8 (1970). **$19.95**

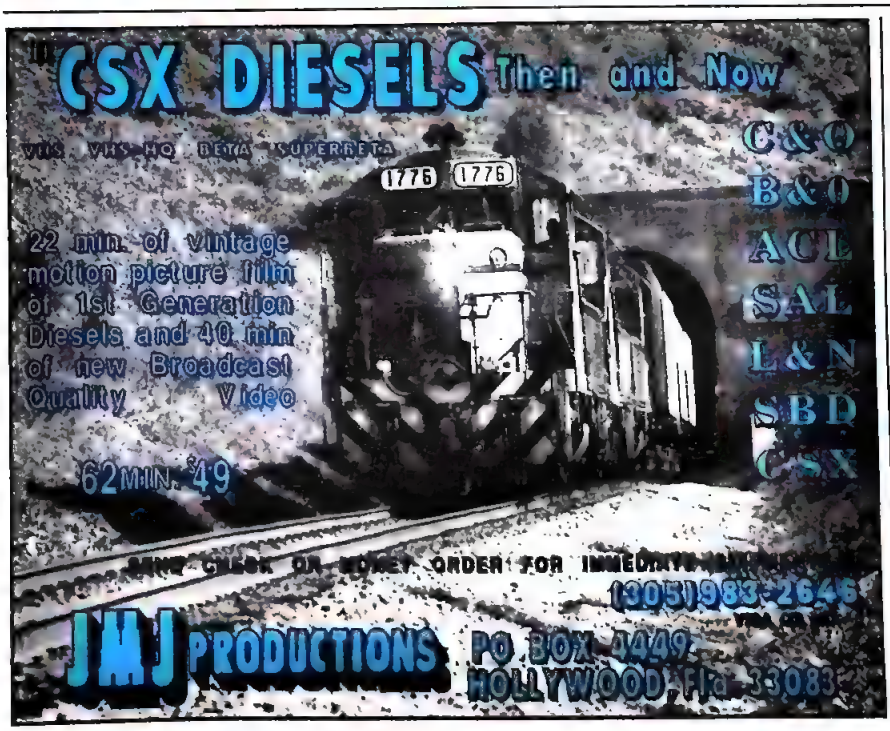
Orders over $20 sent postpaid. Under $20 add $1.50 postage. Ask for "free" Iron Horse News.

Locomotives of the Rio Grande

A detailed roster of the Rio Grande system 1870-1983. The full 113 year history of the road's motive power carefully researched with photos spanning the years from the earliest steam engines to the newest diesels. 80 page book. **$9.95**

from the Colorado Railroad Museum DEPT. R, BOX 10, GOLDEN COLO. 80402

Open year around 9 A.M. to 5 P.M. 12 miles from downtown Denver.



Presenting . . .

A New Rail Documentary

Take an exciting look at the Rio Grande Narrow Gauge in the documentary film:

NARROW RAILS STILL SHINE

Examine today's Durango & Silverton and Cumbres & Toltec while enjoying oldtimers' recollections of life on the narrow gauge of years past.

". . . the program is a masterpiece . . . camera & editing is superb . . . sure is a beauty . . . " - Railroad & Railfan

1 HOUR
$39.95
VHS
BETA

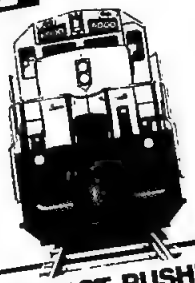
Railway Productions

3627 N. Rockton #304
Rockford, IL 61103

VIDEOS

CP Rail's ROGERS

DIESEL



THE LAST PUSHERS

Join the men working the 18,000 H.P. pusher sets on CP Rail's mainline through the majestic Selkirk Mountains. Superb on-board and trackside footage as well as some spectacular pacing, makes "CP RAIL'S ROGERS" mainline, winter railroading at its best. Colour, Sound, Narration, 55 Minutes $54.95

AT THE THROTTLE

CN EXTRA 6060 WEST

STEAM

Rocky Mtn. Rail Society will receive $10.00 per tape sold for use in operating CN 6060!

Join the locomotive engineer of Canadian National's Extra 6060 West as it travels the rugged Fraser Canyon between Boston Bar and Vancouver B.C. Superb trackside and helicopter sequences complement the on-board footage. Colour, Sound, Narration, 40 Minutes $39.95

TAPES SHIPPED POSTPAID, ONTARIO RESIDENTS ADD 7% SALES TAX
SPECIFY VHS or BETA

RAIL INNOVATIONS
55 Parfield Dr., Willowdale, Ont., Canada M2J 1C2

Falk 0-4-0 No.1 locomotives and a public logging competition. Steam-up of Dolbeer steam donkeys. Contact: Northern Counties Logging Interpretive Association, 3431 Fort Ave., Eureka, CA 95501; 707/443-4588 or 443-7952.

SAN DIEGO, CALIFORNIA, May 5-8. Railfair '88 hosted by the Pacific Southwest Railway Museum. Santa Fe F7s, an SP E9 and other equipment will be on display. Area railroad museums and historical organizations will also participate. Excursions are planned for April 30 and May 14 on the San Diego & Eastern Railroad. Contact (LSASE please): Dan Marnell, San Diego Railroad Museum, 4965 Nebo Drive, La-Mesa, CA 92041; 619/697-7762.

CASS, WEST VIRGINIA, May 6-8. CALS' 14th Annual Railroad Weekend in the Alleghenies offers "The Best of Cass." Shay powered log trains limited to 50 adults. $82 fare includes cab ride, Bar-B-Q, Banquet in Durbin. Stay in restored "company houses." Contact (double-stamped SASE please): Chesapeake & Allegheny Steam Preservation Society, 9617 Hillridge Drive, Kensington, MD 20895.

PORTLAND, OREGON, May 7-8. 5th Great Northwest Rail Excursion, an 889-mile overnight circle trip from Portland to Spokane and Seattle, Wa., and return. Train will be Amtrak Superliner equipment. Price includes on-board meals, lodging and hotel shuttle in Spokane. Fare $290 single, $260 double occupancy. Contact (large SASE please): Pacific Northwest Chapter NRHS, Railfan Excursion, Room 1, Union Station, Portland, OR 97209.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

May 8, 2102 to Jim Thorpe, Pa., and return.
May 21, 2102 to Gettysburg, Pa., and return.
July 9, Philadelphia Zoo with the 2102.
October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.

For full details see ad on page 13, or contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

SKAGWAY, ALASKA, May 12. White Pass & Yukon begins passenger operations between Skagway and White Pass Station, Alaska, through September 27. Two trains daily and four trains on Tuesday, Wednesday and Thursday during cruise ship season. All trains depart Skagway behind WP&Y 2-8-2 No.73 and then get diesel power two miles inland at yard for the run up the pass. For reservations call 206/883-8149.

SEATTLE, WASHINGTON, May 15. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

CASS, WEST VIRGINIA, May 20-22. "Railfan Weekend Spectacular" on the Cass Scenic Railroad featuring Shays in action on the mountain. Varied consists and numerous runbys plus night photo session for video and still cameras. Weekend ticket $45. For tickets and reservations or information contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927, or call days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

NORTH VANCOUVER, BRITISH COLUMBIA, May 21. Canadian Royal Hudson 2860 commences operations on BC Rail trains 3 and 4 between North Vancouver and Squamish. Daily operations except Monday and Tuesday through July, daily during August and daily except Monday and Tuesday through September 25. The 51/2-hour trip departs North Vancouver at 10:30am. Contact: Ron Treend, Royal Hudson Steam Train Society, 744 West Hastings Street, Vancouver, B.C., Canada; 604/689-9222.

WASHINGTON, D.C., May 21. Circle trip from Alexandria to Front Royal, Va., and return sponsored by both the Washington and Potomac Chapter NRHS and the Chesapeake Division RRE using steam and diesel power. N&W 2-6-6-4 1218 from Alexandria to Front Royal, continue with NS diesels to old Shedandoah Jct., and return via the B&O with CSX diesels through Harpers Ferry and Anacosta freight bypass to Alexandria. Fares not finalized. Contact: Steam Train, P.O. Box 456, Laurel, MD 20707

CLINTON, MICHIGAN, May 27-30. Fourth Annual National Motor Car Convention on the 13.5-mile (ex-NYC trackage) Southern Michigan Railroad. Events will included day and night runs, contests, movie night, banquet and more. Contact (SASE please): Southern Michigan Railroad, P.O. Box 434, Clinton, MI 49236; 517/456-7677.

PARIS, KENTUCKY, May 28. The "Paris Local" photographers special with Kentucky Railway Museum's L&N 4-6-2 152 on the TTI main line between Paris and Maysville, Ky., sponsored by KRM and Greg Scholl. Train will feature two coaches and a combine painted in L&N colors. Many stops and runbys will be made along the 50-mile route, limited to 60 people. Photographers fare $175, non-photographer $75 (limited). Reservations must be in by April 15. Contact: Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660.

BANGOR, MAINE, May 28-29. Overnight excursion on Bangor & Aroostook Railroad from Bangor to Ft. Kent, Madawaska and Van Buren using first generation diesel and three ex-DL&W coaches. $170 includes trip, lodging, two box lunches and breakfast. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106.

MIDDLETOWN, PENNSYLVANIA, June 4. "Super Steam Saturday" will include the maiden voyage of newly restored CNR 2-6-0 91 from Middletown to Hummelstown, Pa., and return. A full day of festivities are planned at Middletown. Contact: Friends for Steam, Box 16, Middletown, PA 17057; 717/944-0619.

FISH CAMP, CALIFORNIA, June 4 and 5. "West Side Reunion '88 Railfan Weekend" featuring ex-West Side Lumber Shays 10 and 15 operating singly and doubleheaded in the Sierra National Forest with work cars and "logger" coaches. Weekend pass can only be purchased in advance and includes unlimited rides. $50 adult, $30 per child 3-12. Contact (LSASE please): West Side Reunion, 2112 Ash Ave, Merced, CA 95340; 209/383-1344.

ROANOKE, VIRGINIA, June 7-15. Great Railfan Tour including first class accomodations behind N&W 2-6-6-4 1218 from Roanoke to Chicago fully escorted. Tour also includes Cass Scenic Railroad, IRM, CSS&SB and more. Prices start at $1199. Contact: Rail Travel Center, #2 Federal Street, Suite 300A, St. Albans, VT 05478; 802/527-1788.

SOUTH CARVER, MASSACHUSETTS, June 18 and 19. Edaville Railroad's 19th Annual Railfan Weekend & Collectors Flea Market at the Edaville narrow gauge railroad on Route 58. 10am-5:30pm, Adults $8.50, kids $3.50, under 3 free. Contact: John Bryden, Edaville, P.O. Box 7, South Carver, MA 02366; 617/866-4526.

ROCKY MOUNTAIN RAILROAD CLUB, June 18-July 2. "50 Years of Railroading" Golden Anniversary with an extensive series of excursions, highlighted by a run from Denver to Laramie on the UP using diesel (Denver to Speer) and UP 4-6-6-4 3985 on June 18. Capacity extremely limited and ticket price not yet available. Other trips include Georgetown Loop 6/19; Manitou & Pikes Peak 6/20, Cadillac & Lake City 6/21, Cumbres & Toltec Scenic 6/23, Chama/Durango field trip 6/24, Durango & Silverton 6/25 and a San Juan Sojourn field trip 6/26-7/2. For information brochure contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/572-7868.

TEMPLE, PENNSYLVANIA, June 24-26. Blue Mountain & Reading Railfan Weekend III including hourly trains on 13 miles of 50-mph trackage with with special trains and con-

Transfer Your RR Films & Slides to Video

- Regular 8mm
- Super 8mm & 16mm (Silent & Sound Transfered at Correct Frame Rate)
- Slide Transfer with Computer Controlled Dissolve Unit
- Aerial Image Transfers with Broadcast Camera
- State-of-the-Art Computerized Video Editing

CALL or WRITE for LOW RATES!

MARK I Video
PO Box 404
New Milford, NJ 07646
(201) 261-8444

It is a below zero misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But its fate and her future has few tomorrows. Limited edition prints are available in two sizes: 14 x17 - $15.00 ea. and 17 x20 - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to

PHILIP SULARZ 17 Narragansett Avenue, Jamestown, RI 02835

sists Steam power: RDG 4-8-4 2102, BM&R 4-6-2 425 Diesel power: PRR E8s, Reading C630 5308 and GP30 5513 and Budd cars. Activities include Jim Boyd night photo session, banquet, cab rides, night trains, steam doubleheader and more. Contact: 425 Consessions, c/o BM&R, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

NRHS 1988 CONVENTION, July 23-31 Tri-State Chapter NRHS will host the 1988 NRHS Convention in Somerset, N.J. Many trips are planned with steam, diesel and PCCs plus Hudson River cruises. Pre-registration fee of $10 guarantees reservation for any events requested Plenty of hotel space. Contact: Tri-State Chapter NRHS, P.O. Box 1217, Morristown, NJ 07960; 201/488-5429.

INTERNATIONAL TOURS

EUROPE RAIL 1988, Tours for people who love trains. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

Britain, June, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485

Alpine Europe, May, June 1988. Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken-Glacier Express, Bernina Express, Engadine Express, Jungfrau Steam in Hungary and Austria; $2585.

Norway, May 1988. Bergen Hammerfest, Tromso, Narvik, Bodo, Trondheim, Balestrand, Oslo-Fjord cruise, Flam Railway; $2885.

Scandinavia, July 1988. Bergen, Balestrand, Oslo, Stockholm, Helsinki, Lenningrad-Fjord cruise, Flam Railway and steam railways of Finland. Baltic Sea cruise, $3385.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

West Germany & Austria, April 27-May 2. TEFS long weekend.

China, May 7-24. Standard and narrow gauge.

China, May 7-31. As above, also tour Datong Works. (Combination of both tours available.)

Australia, May 23-June 6. Australian Railways Bicentennial tour.

Poland, July 1988. Write for details.

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (phone 305/940-TRIP) is sponsoring the following tours:

South America, May 1-30. Three gauges steam, electric and diesel around Argentina, Chile, Uruguay and Paraguay. Narrow gauge into the Andes. $2988 includes international jet, rail, sleepers, bus tour connections, hotels, taxis and dinners.

Europe, June 17-July 17. Over 100 trips, 12 countries, 4 gauges, cab rides, 160 m.p.h. TGVs, interurban and streetcar lines, aerotrains and more. $2988 includes escort, international air travel, sleepers, hotels, taxis, and diner meal on each system.

Australia, July 21-August 21. Tour 17,000 k.m. of trackage of 3 gauges including 6 "outback" bush lines, museums, doodlebugs, cab rides, "mixeds," Brisbane Expo '88 Worlds Fair and more. $2988 includes all transportation and admissions, sidetrips, sleepers, hotels and most breakfasts.

RAILROADIANA MEETS

RICHMOND, CALIFORNIA, April 23. Southern Pacific Historical & Technical Society's North California Spring Meet at the Golden State Model Railroad Museum, 900 Dornan Drive, Point Richmond. Noon-10pm, food available. Contact (SASE please): Ken Harrison, 1809 San Antonio Ave., Alameda, CA 94501; 415/574-6286, calls returned collect.

ST. LOUIS, MISSOURI, April 23. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at Queeny Park, 550 Weidman Road, Manchester 10am-3pm, free admission. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664.

PASCO, WASHINGTON, April 23. Country Christian Center Railroad Swap Meet 10am-5pm at the Country Christian Center, 5500 Sagmoor Road. Adults $1, kids under 6 free. Contact: Sharon Prantle, 560 Ione Rd., Pasco, WA 99301; 509/266-4384.

MERCHANTVILLE, NEW JERSEY, April 23. Cherry Valley Model Railroad Club 13th Annual O-Scale Only Train Meet at the Grace Episcopal Church on Maple Ave. and Center Street, 10am-4pm. Admission $3. Contact: Charles I. Jacobs, 100 Grant Ave., Moorestown, NJ 08057; 609/234-1898.

HELENA, MONTANA, April 24. Eighth Annual Helena Railroad Fair at the Civic Center Ballroom, 10am-4pm. Adults $1, under 12 free. Contact: John Elliott, 24 South Montana Ave., Helena, MT 59601; 406-443-2348.

RACINE, WISCONSIN, April 24. Racine Railroadiana Show at Memorial Hall form 9am-3pm. Adults $2, under 12 free with adult. Contact (LSASE please): R.A. Railfans, 7111 5th Ave, Kenosha, WI 53140; 414/652-4532.

NEW BRAUNFELS, TEXAS, April 30. The New Braunfels Historic Railroad & Modelers Society's Model Railroad Jamboree & Open House at the New Braunfels Civic Center from 9am-5pm. Adults $2.50, family $5. Contact: Bryan Weidner, P.O. Box 262, New Braunfels, TX 78130; 512/625-6463.

HARRISONBURG, VIRGINIA, May 1. Shenandoah Valley Railroad Club Model Railroading Show at the Rockingham

Blue Mountain & Reading Railroad

— PRESENTS —

1988 RAIL EXCURSIONS FOR THE WHOLE FAMILY!

Date	Destination	Fares
May 8th	Jim Thorpe, PA. Steam #2102	$39.00 each
May 21st	Gettysburg, PA. Steam #2102	$62.00 each
June 11th	Harrisburg Capitol Steam #2102	$38.00 each
July 9th	Philadelphia Zoo Steam #2102	$36.00 each
October 9th	Tamaque, PA. Diesels #s 600 & 601	$29.00 each
October 16th	Jim Thorpe, PA. Steam #2102	$43.00 each
December 3rd	Philadelphia Gallery Steam #425	$36.00 each

Order Early By Mail Or Phone

Checks, VISA, MasterCard Accepted

THE FOLLOWING TRIPS DEPART HAMBURG STATION AT 8:00 A.M., SHOEMAKERSVILLE, MAIN ST. AT 8:10 A.M., LEESPORT AT 8:20 A.M., AND TEMPLE STATION AT 9:00 A.M.

MAY 8th: JIM THORPE, PA. JULY 9th: PHILA. ZOO OCT. 16th: JIM THORPE, PA.
JUNE 11th: HARRISBURG, PA. OCT. 9th: TAMAQUA, PA. DEC. 3rd: PHILA. GALLERY

NOTE MAY 21st: GETTYSBURG, PA. EXCURSION DEPARTS HAMBURG AT 6:00 A.M., SHOEMAKERSVILLE, MAIN ST. AT 6:10 A.M., LEESPORT AT 6:20 A.M., AND TEMPLE STATION AT 7:00 A.M.

Advanced Ticket Sales Only • NO SALES DAY OF TRIP • Limited Seating Available
All Tickets Must Be Paid Upon Ordering • NO EXCEPTIONS

SEND ALL REQUESTS AND MAKE CHECKS PAYABLE TO:
425 CONCESSIONS, INC.
c/o BLUE MOUNTAIN & READING RAILROAD
OFF-LINE TRIP DEPARTMENT • PO BOX 425, HAMBURG, PA 19562 • (215)562-4083
We Reserve The Right To Substitute Motive Power.

THE ULTIMATE RAILROAD FLATWARE GUIDE

SILVER AT YOUR SERVICE

A COLLECTOR'S GUIDE TO RAILROAD DINING CAR FLATWARE PATTERNS

by Art Dominy and Rudy Morgenfrub

Over 200 railroad flatware patterns pictured full size. Also includes foreign, tourist and souvenir patterns. 8½ x 11 hardbound, 190 pages. $32.50 + $2.50 shipping.

D&M Publishing

2060 Balboa, Del Mar, CA 92014 (CA residents add 6% tax), or 197 Melville Road, Huntington Station, NY 11746 (NY residents add 7% tax).

PARLOR CAR ENTERPRISES PRESENTS

THE NEW HAVEN DIVISION MURRAY HILL to CEDAR HILL by A. Sherry

$15.95 postpaid (US Funds)

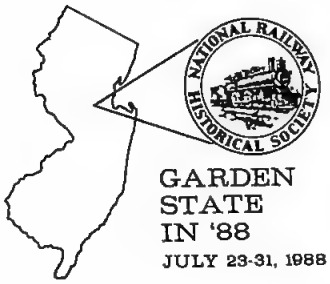
NJ residents add 6% sales tax
Outside US & Canada please add 10%
Dealer inquiries invited

A photographic record of heavy electric and diesel action under the wires, during the 1950's and 1960's, on the New Haven. 96 pages, 240 B&W photos, 8 full color pages, plus color covers. All photos never before published.

Order Direct From

PARLOR CAR ENTERPRISES

288 CARENTAN ROAD
HOPATCONG, NJ 07843



GARDEN STATE IN '88

JULY 23-31, 1988

Nine days of railfan and family activities including 19 day-long steam, diesel and electric excursions over 14 different routes; and cruises around New York Harbor to view rail facilities past and present. Several shop and terminal tours are planned, as well as numerous photo sessions and seminars, a Railroadiana Marketplace and the annual banquet. Family activities will include Broadway shows, shopping and baseball.

For complete details, send SSAE to: Tri-State Railway Historical Society, Inc., P. O. Box 1217, Morristown, NJ 07960-1217.

23rd ANNUAL EDITION

1988

STEAM
PASSENGER DIRECTORY

New Edition includes description, timetables, fares and photo of over 180 steam-powered railroads, trolley museums and railway museums in the United States and Canada. The standard guidebook to tourist railroads since 1966. Also included are dozens of Discount Guest Coupons to save you money. Over 200 pages, full color covers, completely up-dated each year.

Available at all tourist railroad gift shops, many hobby shops or order direct.

$7.00 postpaid

(Please add 50¢ for First Class Mail if desired. New York State orders, add Sales Tax. Canadian orders, please remit in U.S. Funds.)

EMPIRE STATE RAILWAY MUSEUM
P.O. Box 666-C
Middletown, New York 10940

County Fairgrounds, 10am-4pm. Adults $1, kids under 12 free. Contact: Jack Heatwole, P.O. Box 122, Harrisonburg, VA 22801; 703/289-9391.

WHISTLE STOP TRAIN TOURS, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Meiro, 9641 Silk Road, Cleveland, OH 44102; 216/933-2596.

Green Bay, Wisconsin, May 6-8, East Town Mall.

Pittsburgh, Pennsylvania, May 20-22, Station Square.

WINTER GARDEN, FLORIDA, May 7. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at the Tanner Auditorium in Lake Apopka from 10am-3pm. Adults $2, under 12 free. Contact (SASE please): David Rhea, 906 Center Street, Ocoee, FL 32761; 305/656-8749 or 305/644-6777.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Long Island, New York, May 7-8, Hofstra University.

Towson, Maryland,, June 25-26, Towson Center, Towson State University.

DURAND, MICHIGAN, May 8. Railroad History Museum's Model Railroad Flea Market & Railroadiana Show at the VFW Hall, 923 Saginaw Street, from 11am-4pm. Adults $1, kids 50¢. Contact: Janet Elliott, 9401 Ridge Road, Goodrich, MI 48438; 313/636-2669.

MONROEVILLE, PENNSYLVANIA, May 14-15. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Scale Model Train Sale at the Pittsburgh Expo Mart, 10am-4pm both days. Donation $4, kids under 12 free. Contact: Vincent Degrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

FORT KNOX, KENTUCKY, May 14-15. Gold Vault Rail Days will feature model and prototype displays at the Sadowski Field House from 10am-7pm. Contact: Bill Bergman, P.O. Box 256, Muldraugh, KY 40155.

ALEDO, ILLINOIS, May 15. Railroad Memorabilia & Toy Train Show at VFW Post 1571 from 9am-2pm. Adults $2, under 12 free. Tables $5. Contact: C.J. Morrison, 9 Carriage Hills RR2, Springfield, IL 62707; 217/546-1152.

SILVER SPRING, MARYLAND, May 15. Silver Spring Model Railroad Society Model & Railroadiana Sale at the White Oak Armory from 9am-3pm. Admission $3. Contact: William F. Graham, 9907 Maple Leaf Drive, Gaithersburg, MD 20879; 301/963-0397.

TOLEDO, OHIO, May 15. The Ohio & Northwestern Model Railroaders 8th Annual Spring Railroadiana Hobby Show & Train Collectors Meet at the Lucas County Fairgrounds from 10:30am-4pm. Adults $1.75, kids under 12 free. Contact, Steven Scanes, 824 Elysian Ave, Toledo, OH 53607, 419/536-1232.

MIFFLINBURG, PENNSYLVANIA, May 15. West Shore Rail Excursions Second Annual Train Meet Show & Sale held at the Mifflinburg train station from 9am-3pm. Train rides will be offered. Contact West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844, 717/966-9390

OLMSTED FALLS, OHIO, May 22 The Cuyahoga Valley & West Shore Model Railroad Club's annual open house 1-5pm at the former NYC passenger station, 25802 Garfield Ave. Artifacts, railroadiana and operating layouts on display. Free admission. Contact: Emil Orenick, CV&WS RR Club, 25802 Garfield Ave., Olmsted Falls, OH 44138, 216/888-0709.

WHITTIER, CALIFORNIA, May 28. Model Train Association's All Day Meet at the Plymouth Church, 12058 Beverly Blvd., begins at 9am. Donation $1. Contact: Marie Lee, 19101 Yacht Lane, Huntington Beach, CA 92646; 714/963-3273.

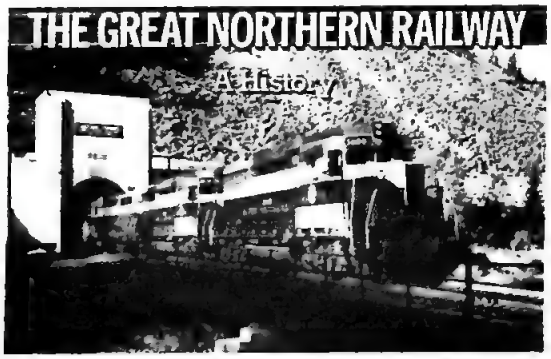
FORT WORTH, TEXAS, May 29. Lone Star Railroad and Transportation Artifacts Show & Sale at the Will Rogers Memorial Center, 10am-5pm. Adults $3, kids under 12 free. One of the largest shows in the Southwest. Contact (LSSAE please): Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

MILWAUKEE, WISCONSIN, June 5. Railroadiana Swap Meet sponsored by the Milwaukee Electric Railway & Transit Historical Society at the Wauwatosa Savings & Loan, 7500 West State Street, from 11am-3pm. Adults $1, under 12 $.50, dealers $2 (supply your own tables). Contact (SASE Please): TMER&THS, P.O. Box 1014, Milwaukee, WI 53201; 414/353-6085.

JERSEY CITY, NEW JERSEY, June 5. Rail Expo VIII and The New Jersey Festival of Ships & Trains at the CNJ Jersey City Terminal passenger station at Liberty State Park from 9am-5pm. Adults $5, under 12 free with parent. Free parking. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4983.

NEWTON, MASSACHUSETTS, June 10-12. The Boston Chapter NRHS' Boston Trolley Meet at the Days Inn. Friday 6pm-11pm, Saturday 9am-5pm, trolley fantrip Sunday 9:30am. Show admission $6, trolley fare $20. Contact (SASE please): George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258; 617/924-8417.

"This long-awaited volume will be the standard account of the Great Northern for years to come." –H. Roger Grant, The University of Akron



THE GREAT NORTHERN RAILWAY: A HISTORY

by Ralph W. Hidy, Muriel E. Hidy, and Roy V. Scott, with Don L. Hofsomer

Here, for the first time, is the complete history of the Great Northern Railway from its 1856 charter through the economic, social, and technological advances, world wars, and increased competition that led to its 1970 integration into the massive Burlington Northern.

Meticulously researched and lavishly illustrated with over 200 maps, period photographs, and drawings, THE GREAT NORTHERN RAILWAY is a vibrant blend of business, railroad, and regional history.

384 pp 10¾ x 8¼ $49.95

ORDER FORM

To order, send this form along with payment (including $2.75 for postage and handling) to: **Harvard Business School Press,** P.O. Box 1542, Hagerstown, MD 21741. (MD residents, please add 5% sales tax.)

Please send me _____copy(ies) of THE GREAT NORTHERN RAILWAY: A HISTORY (#84-30864) @ $49.95 each.

☐ Payment Enclosed

Please charge my: ☐ Visa ☐ MasterCard ☐ AmEx

Card No. _____ Exp. Date _____

Name _____

Address _____

HBSRAIL

Railroadiana

What's New?

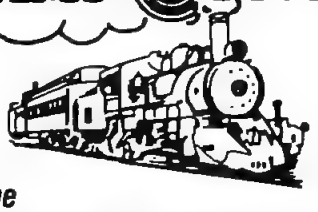
A few weeks ago we received right on schedule *The Great Northern Railway, A History*, by Ralph W. Hidy, Mureil E. Hidy and Roy V. Scott, with Don L. Hofsommer. This 360-page 8½"×11" horizontal hardcover book is thoroughly researched and well written with over 200 photographs and illustrations. The story begins with "The First 10 Miles" of right-of-way built in 1862 and follows the Great Northern through to its 1970 absorption into the Burlington Northern. The photo reproduction is excellent on heavy paper, and the book includes many maps, elevations and tabular charts to round out the story. Many of the photos are from the company files and show the "people" aspect as well as the equipment and the rugged terrain of GN country. This attractive, professional and complete history book sells for $49.95 from HBS Press, Harvard Business School, Boston, MA 02163.

Of similar content, but of a subject slightly north, is *West of the Great Divide, An Illustrated History of the Canadian Pacific Railway in British Columbia 1880-1986*, by Robert D. Turner. This book contains 336 8¼"×11" pages between hard covers with over 400 black & white and colour photos, illustrations, maps and timetable reproductions. As one would expect of Bob Turner, the text is well researched and nicely written, and the overall reproduction is good. This book is a good buy for $31.50 ($39.95 Canadian), and it is available from Sono Nis Press, 1745 Blanshard Street, Victoria, B.C., Canada V8W 2J8.

One of the busiest waterways traveled by railroad ferryboats was the Hudson River between New York City and New Jersey. *Railroad Ferries of the Hudson, and the Stories of a Deckhand*, by Raymond J. Baxter and Arthur G. Adams, examines the colorful history along the Hudson River in a 254-page 8½"×11¼" hardcover. A chronological history of the ferry, and each railroad that operated ferryboats are broken down into 14 separate chapters followed by several personal recollections from an actual ferry deckhand. This fine book sells for $30.00 from LIND Publications, 188 Broadway, Woodcliff Lakes, NJ 07675.

David D. Morrison has compiled the *Long Island Rail Road Steam Locomotive Pictorial*. This 60-page 8½"×11" softcover offers pleasant look at the steam era on the "Sunrise Trail." Each of the 60 black & white photos (many never before published) occupies a full page accompanied by an informative caption. The reproduction is good on coated paper stock. This nicely done book sells for $9.95 plus $1.95 postage & handling (N.Y. res. add sales tax) from Cannon Ball Publications, P.O. Box 583, Hicksville, NY 11801.

CAMP FIVE



&
The
"LUMBERJACK SPECIAL"
4 steam trains daily — 11, 12, 1 & 2
★Sat. & Sun. — May 28 & 29★
Mon. thru Sat. June 18 thru Aug. 27

FUN FOR ALL AGES!

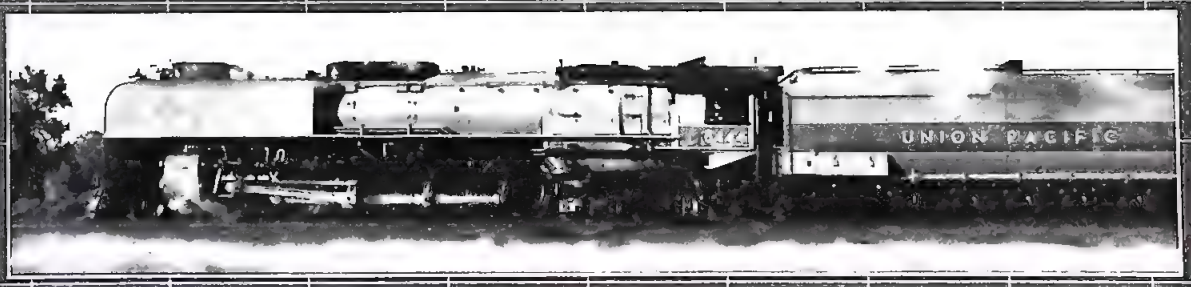
Logging & Blacksmith Museum
Green Treasure Forest Tour
Cracker Barrel Country Store
Ecology Walk • Animal Corral
Audio Visual • Pontoon Trip

AAA Listing — "One of Wisconsin's Top 25 Attractions"

LAONA, WI - Hwys. 8 & 32
Summer Phone: 715/674-3414

You're Scheduled for NEWS
And ADVENTURE with every issue of
RAILFAN & RAILROAD

UNION PACIFIC 8444-1987



In September of 1987, the Union Pacific unveiled their freshly repainted 8444. The all black paint job was replaced by a traditional two tone gray which the locomotive had once been painted.

Pentrex traveled to Cheyenne to capture this beautiful locomotive as it raced across Wyoming to Nebraska for the River City Roundup in Omaha. Then it was back to Cheyenne for a trip to Denver and an excursion over Sherman Hill.

The weather was superb as we chased the 8444 at 70 mph with plenty of smoke, steam and whistle blowing. Our tape shows the UP 8444 pulling freight and in passenger service.

This is a great example of the footage which Pentrex is famous for providing to our customers.

For a limited time, we are proud to offer this 60-minute tape for a special low price of $29.95.

Order your tape today!

Pentrex

VHS or BETA
Check or Money Order

P.O. Box 94911, Pasadena, CA 91109

Plus, we also offer a special 25-minute action-packed Preview tape of our other productions for only $10!

VIDEO

CANADIAN PACIFIC STEAM IN ACTION

COLOR • HALF HOUR • SOUND

- Montreal Suburban Rush-hour. Toronto Yards in 1950's
- CPR 4-6-2's 127, 1286 on CNJ 1960's Steam Specials to Penn.
- CPR 1246 w/RSI's on Final Steamtown (VT) Run

Send for illustrated Brochure

$39.95 ppd. VHS or BETA

Crestline Studios
15 Kensington Drive
HOPEWELL JCT, NY 12533

Trackside Handbook/II
Railroad Xploring/88
Special Combined Edition
$8.95, ppd/LSASE for brochure
Del Yoder, Box 170457
Atlanta, GA 30317

"CENTURIES of the NORTH WOODS"

A look at the Chicago & North Western's magnificent Alco Century 628s. Join us as we cover the 6700s operating on C&NWs Lake Shore Division; explore the history of the C628; hit the road for a chase of train ESGBA (Escanaba to Green Bay Manifest); and talk to the shop personnel who maintain the big Alcos.
$60.00 1 hr. 30 min.

Also from East End Productions:

"EXTRA 6706 WEST"

Ride the 6700s from Escanaba to Empire Mine and return. See the C628s as the crews see them: from the cab! Find out what the people who work with these massive locomotives think about them. Then ride the caboose of a loaded ore train back to Escanaba.
$50.00 58 min.

Both programs $90.00...Save $20.00.

Both programs were shot on ¾" videotape with broadcast quality camera and professionally edited, with equal emphasis on sound as well as video. VHS or Beta.

Produced for Railfans by Railfans from

EAST END PRODUCTIONS

P.O. Box 645 Fox Lake, IL 60020

Recording Reviews

Yesterday's Train—Today, produced by G.S.C. Sound Arts Company, P.O. Box 881, New Monmouth, NJ 07748. Digitally mastered audio cassette, 50 minutes, $7.99 plus $1.50 postage & handling (N.J. res. add sales tax).

On summer weekends in the historic Anthracite Region coal town of Jim Thorpe, Pennsylvania, labors former Canadian Pacific Railway 4-6-0 972 hauling tourists up and down the Nesquehoning Valley. The locomotive is owned by George Hart and operates on former Jersey Central trackage from the historic downtown depot (the picturesque old city of Mauch Chunk was renamed in 1954 to honor Olympic athlete Jim Thorpe).

The Sound Arts crew visited Jim Thorpe and digitally recorded the personality of the 972 and the echoes in the rugged terrain of the valley of the Lehigh River. The program begins with an impressive runby and then follows the 972 and her crew on a typical day. While the 4-6-0 is being prepared for its workday, the sounds of the basic preparation chores are clear and distinct. The Sunday morning bells of the St. Mark's Church ring clear long after a Conrail ALCG bound for Corning, N.Y., trundles north on the former Lehigh Valley tracks. With low steam pressure, the 972 blows a soggy whistle salute to "Big Blue" across the river. The 972 switches out the day's train, and the Sound Arts crew is in the cab for the eight-mile round trip over the Panther Valley (former-CNJ) line to Nesquehoning. On the outbound trip, 972 can be heard galloping uphill as the fireman works to keep up. George Hart is at the throttle and on the whistle.

The recording is then moved lineside for the remainder of the program, capturing the action and echoes in the gorge. Wet rails cause a fair amount of slipping in one sequence, and the birds, crickets and other environmental sounds are clear and present.

This program is very well done. It was recorded and mastered digitally with very sensitive equipment. Sound Arts prides itself on having one of the finest audio tape duplicating facilities available. I have heard this and other examples of their work and am very impressed, both with the mastering and the duplicating. Being recorded digitally, the dynamic range is higher than a straight analog

RAILS AROUND GOTHAM by Paul Carleton

320 pages give us an outstanding tour of New York City area railroads by means of hundreds of outstanding photos and factual coverage. Included are the smaller New Jersey roads and the big carriers like PRR and NYC. Presented too are brief looks at the long departed NYO&W and NYW&B. LIRR is seen with all those commuter trains. NYNH&H electrics and M-U's come down the shore line. Government railroading in the form of Conrail, Amtrak, NJ TRANSIT, MTA and ConnDOT are here too. Hard Cover $39.95

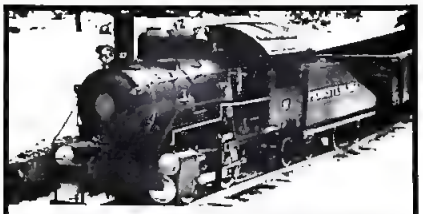
D. CARLETON RAILBOOKS
P.O. Box 1827, Dunnellon, FL 32630

Over 350 Embroidered Cloth **RR Emblems** 3/$2.10
DEALER INQUIRIES INVITED
— Railroad (Hickory) Hats, TOO!
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50 **W.N. RICH**

NEW-1987 CATALOG AVAILABLE

This is our 4th catalog of slides and color prints with over 1400 new pieces of rolling stock not included in our previous catalog. In this catalog we are including all major railroads, shortlines, switching and terminal roads, industrials, freight cars, piggyback trailers and cabooses. In addition, we now include maintenance-of-way equipment. Valuable for railfans, scratchbuilders and modelers. Most slides and photos are 3/4 view and centered for whatever your needs. Send for our 28-page catalog with complete ordering instructions. $3.00 ($5.50 overseas) plus free 3" × 5" photo.

RAIL PHOTOS UNLIMITED
P.O. Box 2306, Joliet, IL 60434



1½" SCALE LOCOMOTIVES
Rolling Stock and Supplies
10th Edition Catalog
incl. Shipping & Handling
U.S. & CAN. $7.50 INT'L add $4.50
CA. RESIDENTS ADD 39¢ SALES TAX
We accept MASTER CARD & VISA
Minimum Order $15.00

RAILROAD SUPPLY CORPORATION
RAILROAD SUPPLY CORP
115 S. Victory Bl., Box F, Burbank, CA 91502
(818) 845-1727 (213) 849-1351

FIRST-CLASS RAILROAD PINS

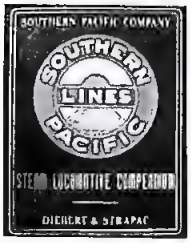
By the premier supplier of pins to the railroads, railway historical societies, railroad museums, SIGS and model railroad organizations. Not the poorly-done, cheap jewelry normally encountered, but first-class representations of railroad heralds, name-train logos, builder's plates, etc. See your dealer or order direct – $4 each plus $1 per order for P&H. No credit cards.

Send SSAE for updated listing.

SUNDANCE MARKETING — PO BOX 4957-N PORTLAND, OREGON 97208

recording, and the listener should be careful about listening levels. I enjoyed this program not being a purely runby-after-runby format, but leaving time to enjoy the surrounding natural sounds. There is a whole lot of quality here for the price—M.D.

Book Reviews



Southern Pacific Company Steam Locomotive Compendium, by Tim Diebert and Joseph Strapac, published by Shade Tree Books, P.O. Box 2268, Huntington Beach, CA 92647, 428 8½"×11" pages, hardcover, $47.95.

Ever wonder what ever happened to all those steam locomotives that populated America's railroads? Scrapped, of course, but when, by whom, where and in many cases, why? If you're a Southern Pacific fan, Tim Diebert and Joseph Strapac have the answers for you.

Until this book, there has never been a single source of information on SP's 4200 steam locomotives. Despite numerous books and magazine articles, the student of SP motive power, or casual inquirer, had no where to find a complete and in-depth look at the roster in a number-by-number fashion. (This reviewer means no ill towards Guy Dunscomb's monumental picture history of SP steam locomotives originally published over a quarter century ago—although an excellent book, it did not include detailed roster and disposition information.)

Diebert and Strapac's work is a heavy reference book, in both physical weight and information, and the quantity of information is impressive. For each locomotive there is the former SP class and the new one, the builder and construction number, the month and year built, when each was in service, modifications and when they were done and when and where the locomotive was vacated, preserved or scrapped. When we say every locomotive on the Southern Pacific, it includes everything the railroad either owned or inherited, such as locomotives from the El Paso & Southwestern, the Northwestern Pacific, the Mexican lines and absorbed short lines, shop switchers and the fleet from the separate Texas & New Orleans Railroad.

And for a reference book, there are a plethora of top notch photographs illustrating almost every class and wheel arrangement, plus a few humdingers that will make almost any SP steam aficionado sit up and take note. The road acquired a 4-6-0 Camelback from its Mexican subsidiary Sonora Railway in May 1901, plus a trio of 2-10-0s with a few 2-6-2s from the El Paso & Southwestern. Not only does this book give complete information on such SP oddities, there are illustrative action photos of all three types: the Camelback in Los Angeles, one of the Decapods switching at El Paso and, believe it or not, a 2-6-2 with a Vanderbilt tender hauling a commute in San Francisco.

The book is easy to follow, the type is large enough not to cause eye strain and the photos are well reproduced. A diehard SP steam fan couldn't ask for more—DAVID C. LUSTIG.

Traction Publications by Joe L. Diaz

OLD DOMINION TROLLEY TOO, A HISTORY OF THE MOUNT VERNON LINE, by John E. Merriken, is a 152-page 8½"×11" hardcover that describes in detail the story of an electric railway in a fascinating era when the area south of the City of Washington, D.C., was country—long before the Pentagon, the government sprawl, suburbs and D.C. Metro.

The author has meticulously researched the origins and growth of the Washington-Virginia Railway Company, the Mount Vernon Line. There are 190 photographs presented, with care in reproduction. Of special interest are the many exceptional photographs by Leroy O. King, Sr., an active traction and railway photographer in the early part of this century and the father of this book's editor and publisher. Through intelligent writing, fine photographs and excellent track maps and diagrams, the reader will travel and view the line from Washington to Arlington, Alexandria and Mount Vernon in the south, and to Falls Church, Vienna and Fairfax to the west.

An appendix carefully details the car equipment in a roster accompanied by numerous photos of the individual car types. Additionally, there are six fine quality scale car drawings. Included is a good sampling of timetables, tickets and brochures, some reproduced in color from rare collectors items. A further appendix details in description and photographs the "Auto Railers" which were built and operated by the Evans Products Company who acquired the Arlington & Fairfax line in the final years.

This is a fine quality book in every way. It is available at $38.50 postpaid from Leroy O. King, Jr., 4815 Allencrest Lane, Dallas, TX 75244.

BRING BACK THE '50's IN YOUR OFFICE, DEN OR HOBBY ROOM!

MasterCard VISA

"COLORADO EAGLE"
MONUMENT HILL 1955 "The Eagle Soars"
Full Color Lithograph from Original Painting by artist E. Krabbenhoft
Supply is limited to 750 numbered, signed prints
Printed on Fine Quality 65lb. Paper
16×24" Image: $20.00 ppd.

UP CITY OF L.A. & BIG BOY #4022
SHERMAN HILL 1957 "The Future Passes"
Full Color Lithograph from Original Painting by Larry Fisher. 24×36": $25.00 ppd.

Send Check or M.O. to:

SEND FOR FREE DETAILS
SATISFACTION GUARANTEED

Trackside Prints DEPT. RF
PO Box 310898, New Braunfels, TX 78131-0898

CANADIAN CLASSICS
from **GREG SCHOLL**
VIDEO PRODUCTIONS

SNOW PLOW
With CN F7's
52 minutes
$49.95

● **SNOW PLOW WITH CN F7's** - Watch the snow fly as a pair of Canadian National F7A's power the Snow Plow for 3 separate days in February 1987 from Stratford, Ontario. Also the same F's work the local freight another day. See how a plow operates, and rerailing plow after derail. 52 min..... $49.95.

F-UNITS
Winter In Canada
57 minutes
$49.95

● **F-UNITS WINTER IN CANADA** - February 1987 in Eastern Ontario and Quebec, with variety of power concentrating on VIA FP9's, FPA4's, Montreal Commuter F7's and Ontario Northland F7's during bitter cold weather. Also new FP40's, and variety of other freight and passenger. Temperatures to -35 below but clear. 57 min..... $49.95

BCR STEAM
With 2860 & 3716
41 minutes
$39.95

● **BCR STEAM WITH 2860 and 3716** - 1986 action features both 4-6-4 (Royal Hudson) #2860 and 2-8-0 #3716 each working the train to Squamish on the British Columbia Railway. Superb coastal and mountain scenery of Western Canada are the backdrop for one of the worlds greatest standard gauge steam runs. 41 min. ... $39.95

For First Class Mail and CANADA orders add $2.00 for 1 or 2 tapes (3 tapes $4.00). Otherwise U.S. orders sent Third Class. Prompt and courteous service. State VHS or Beta Format. **Mastercard** *and* **Visa** *Accepted. Call or write today with your order. Free catalog available. Don't miss out!*

GREG SCHOLL VIDEO PRODUCTIONS
P.O. BOX 123 R-5
BATAVIA, OHIO 45103
(513) 732-0660

RAILROAD BOOKS

Carstens PUBLICATIONS, INC.

CUMBERLAND & PENNSYLVANIA
By Deane Mellander. The C&P was a fascinating coal hauler near Cumberland, Maryland, with home-built 2-8-0s. Taken over by WM in 1944. 64pp, C42 . . . . . **$8.50**

CHICAGO GREAT WESTERN
By Philip R. Hastings. Pictorial of CGW's last decade before absorption by C&NW. 80pp, C39 . . **$9.95**

STEAM IN THE ALLEGHENIES: WESTERN MARYLAND
By Krause & Grenard. Last great days of steam in dramatic action by the finest photographers. 84pp, C37 . . . . . **$9.95**

LACKAWANNA HERITAGE
By Krause & Crist. Pictorial of DL&W during 1947-1952 with plenty of steam and early diesel action. 98pp, C51 . . . . . **$7.95**

SEABOARD COAST LINE
By Bob Warren and Fred Clark Jr. A superb collection of Florida SCL photos from the ACL/SAL merger up to Seaboard System. 115pp, C46 . . . . . **$15.95**

LONG ISLAND ELECTRIC HERITAGE
By Ziel & Krause. LIRR electric operations from DD1 motors with side rods to todays commuter m.u.s. 48pp, C50 . . . . . **$7.95**

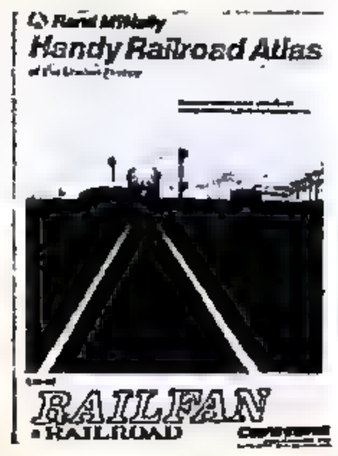
INTERURBAN INTERLUDE
By E.J. Quinby. Delightful coverage of the North Jersey Rapid Transit interurban line. 92pp hardbound, CO1 . . . . . **$12.00**

CHESAPEAKE & OHIO
By Thomas W. Dixon, Jr. The C&O during the steam/diesel transition from 1949 to 1956. Excellent photos put the C&O "in context." 128pp, C49 . . . . . **$15.95**

BALTIMORE & OHIO HERITAGE
By Krause & Crist. B&O steam (1945-1955) from 2-8-8-4s and 2-10-2s to 4-4-2s on the old B&S. 48pp, C52 . . . . . **$7.95**

NEW ENGLAND SHORT LINES
By Tom Nelligan. A pictorial review of modern New England short lines, 1970-1980. 48pp, RH6 . . . **$6.00**

R&R RAILROAD ATLAS
The latest Rand McNally Railroad Atlas showing all U.S. railroads by state. Keep up with abandonments, mergers and new short lines. C15-82 **$11.95**

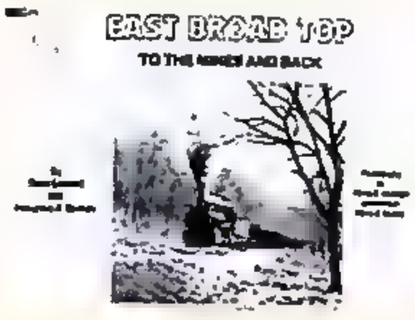


LEHIGH & NEW ENGLAND
By Crist & Krause. Handsome pictorial showing action with Camelbacks and huge 2-10-0s to A-B-B-A Alcos. 80pp, C41 . **$9.95**

CENTRAL VERMONT
By Ed Beaudette. History and operations of the steam/diesel era CV. Excellent photography by Hastings, Shaughnessy and others. Maps and rosters. 112pp, C44 . . **$13.95**

SUSQUEHANNA
By Krause & Crist. The New York, Susquehanna & Western from Erie steam and railcars through RS1s to GP18s. Picturesque railroading in rural New Jersey. The pre-DO era. 98p, C38 . . . . . **$12.00**

EAST BROAD TOP
By Grenard & Kramer. Superb pictorial of the final years of coal-hauling on this classic Pennsylvania narrow gauge. 80pp, C40 . . . . . **$9.95**



QUANTITY	TITLE	PRICE
	POSTAGE & HANDLING (U.S. $1.00; Foreign $2.00)	
	TOTAL (N.J. residents add 6% sales tax)	

CARSTENS PUBLICATIONS, Inc.
P.O. BOX 700
NEWTON, NJ 07860
Dept. A669

Please print or type legibly and be sure to give your UPS mailing address. There is a $10.00 minimum order with charge cards. If you do not wish to mutilate your magazine, send your order on a copy of this form, or in a letter with your remittance.

☐ CHECK ☐ MONEYORDER
☐ MASTERCARD ☐ VISA

NAME _____

ADDRESS _____

CITY _____

STATE, ZIP _____

CARD NO. _____

EXP. DATE _____

SIGNATURE _____

NYO&W EMPLOYEE TIMETABLE
Reproduction of 1898 New York, Ontario & Western employee timetable with Chicago trains, milk and freight trains. 16pp, C10 . . . . . **$3.00**

MAGAZINE BINDERS
Durable binders for Railfan & Railroad, Railroad Model Craftsman and Flying Models. Stamped in gold. Specify magazine, add $1 shipping each **$7.00**

THIS TRAIN IS BOUND FOR GLORY
Dan Igor Glenn sings folk/country railroad songs mixed with superb railroad sound effects. 12" lp record, 2002 . . . . . **$6.95**

Camera Bag

BY JIM BOYD

Developing and Printing XP-1

GUEST COLUMNIST: BRUCE KELLY

Last month we became reacquainted with Ilford XP-1, a remarkable ISO 400 black & white film which uses color dyes to produce extremely sharp and fine-grained negatives. Since 1982, I have used XP-1 for more than 95% of my black & white photography (see "One Day on Cajon Pass," March 1988 R&R for an example of Kelly's XP-1 work—J.B.). I'm sure than only a small percentage of the few railfans who shoot black & white film these days have ever heard of XP-1, but hopefully my suggestions in last month's CAMERA BAG inspired some newcomers to look at their world in shades of gray and shoot pictures based on composition and lighting rather than simply on color. For those of you who just shot your first roll or two of Ilford XP-1, it's time to get the film developed. Let's look at some options.

Ilford sells a processing kit specifically for XP-1 film. Just like ordinary development of other black & white films, XP-1 can be processed by hand in a reel tank using the XP-1 chemistry kit. For the seven years XP-1 has been on the market though, its big selling point has been its compatibility with C-41 color chemistry; and recent studies in various photography magazines show that XP-1 negatives processed in C-41 chemistry are equal to or better than those processed in XP-1 chemistry. The latest XP-1 emulsions apparently achieve better contrast through C-41 processing. That's the route I take, and having worked for a couple of color labs with different processing systems, I can offer some well-founded advice on the subject.

In the realm of 1-hour minilabs, *the* state-of-the-art processing system is built by Noritzu of Japan. Most high-quality minilabs use Noritzu equipment—a cluster of stainless steel machines controlled by pushbuttons and computer programming. Each machine handles a different phase of the photofinishing job: film development, enlarging, print processing. Another common system used by minilabs is built by KIS-Photo of France, but to quote one KIS-Photo representative, "comparing our machine with a Noritzu is like comparing a Volkswagen with a Cadillac," The one feature I like about KIS Photo machines is that the film is loaded by hand onto a reel, then placed on a motorized spindle which agitates the film through each segment of the C-41 process. The Noritzu machine has a number of rollers which come in contact with the film (most notably during the drying phase), but I have yet to see any film scratched by these rollers.

Minilabs using Noritzu equipment normally run test strips through the machines each morning to check chemical balance. That, plus the computer-controlled replenishment system, make for extremely consistent development, and whether you shoot one roll of XP-1 per week or twenty, you should demand consistency in every aspect of your film's processing.

I shoot 36 exposure rolls of XP-1 film, and I keep myself stocked with archival quality negative sleeves to safely store my developed negatives. There are a variety of high-quality negative preservers on the market, designed for every film format and for various types of storage. I use Print File Archival Preserver style 35J-7B with seven slots to accommodate five-frame negative strips. This means I can properly store 35 images per page; thus I normally stop shooting a roll of black & white film when my camera's film counter reaches 34 or 35. The negative sleeves I use also have holes for convenient filing in a three-ring binder.

South American Steam 1988 Tours

- Tours to: Argentina, Paraguay, Ecuador, Colombia and Guatemala
- Charter Steam Trains
- Plenty of Photo Run-bys and Cab Rides
- Linesiding Opportunities
- In-Depth Study of Rail Systems
- Spectacular Scenery
- Extra Time for Railfanning or Sightseeing
- Write or Call for Brochure and Itinerary

Trains Unlimited, Tours
c/o The Travel Experience
1430 Myers Street, Suite H (R)
Oroville, CA 95965 (916) 534-8555
Tours organized by Chris W. Skow

THE DEPOT ATTIC

377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

Offering a Large Selection of Authentic Railroad Paper and Hardware Material.

Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.

Write, or Phone 914-693-5858 (Evenings)

Store Hours: Weekends Only 12 to 5:00 PM
Send $2.00 to Receive Catalogs

CINCINNATI INCLINES

These railways took streetcars and people up and down the hills.

73 photos, maps, history in 48 page book $5.95 (in Ohio add sales tax).

TROLLEY TALK 59 Euclid Avenue Wyoming, Ohio 45215

Please mention RAILFAN & RAILROAD whenever writing to our advertisers. You'll help make R&R even better.

Continuing our series of **accurate**, **carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that the following are now available.

Canadian Pacific in Manitoba (Volume Two)
by Lawrence Stuckey

This book includes coverage of The Prairie Dog, the operation of carnival trains, the "office" of a 4-6-4 Royal Hudson, Manitoba coal trains, a Royal Train and many other items. It concludes Lawrence's series on this relatively unknown part of the Canadian Pacific system.

$7.00 including postage

The Northern Alberta Railways (Volume Two)
by Colin Hatcher

Judging by the reception Colin's first volume (which is still in print) received, this will be another best seller. Areas reviewed include many of the railways' older locomotives, the building of the Alaska Highway etc.

$7.00 including postage

All the following works are available. Prices include postage.

Canadian Pacific in the Rockies (Vols. 1-10)	D.M. Bain	**$6.00 each**
Canadian Pacific in the Selkirks	Jan Booth	**$10.00 each**
Canadian Pacific's Big Hill	Floyd Yeats	**$10.00 each**
Canadian Pacific in Southern Ontario (Vols. 1-3)	W.H.N. Rossiter	**$6.00 each**
Canadian Pacific's Rossland Subdivision	W.G. Kennedy	**$6.00 each**
Canadian Pacific in Southern British Columbia	W.G. Kennedy	**$7.00 each**
Canadian Pacific in the East	Omer Lavallée	**$6.00 each**
Canadian Pacific in Alberta and Saskatchewan	L. Kozma & C. Bohi	**$6.00 each**
Canadian Pacific's Electric Lines	G. Roth & W. Clack	**$7.00 each**
Canadian National in the West (Vols. 1-3)	J.A. Love	**$6.00 each**
Canadian National in the East (Vols. 1-3)	W.N. Lowe	**$6.00 each**
Canadian National & Canadian Pacific in Northern Ontario (Vols. 1-2)	D. Wilson & G. Jomini	**$7.00 each**
The Locomotives of the Ontario Northland Railway	F. Vollhardt	**$7.00 each**
The Pacific Great Eastern Railway (Vols. 1-2)	T.J. Horton	**$7.00 each**
The Northern Alberta Railways (Vol. 1)	C.K. Hatcher	**$6.00 each**

Other works in the course of preparation include **The Dominion Atlantic Railway, Canadian Pacific between Calgary and Edmonton, The British Columbia Railway (Volume One)** and **Canadian National in the West (Volume Four).**
For those of you who wish to receive all our works, why don't you become a BRMNA subscriber? Send $22.00 and the next four works will be sent to you as they are published. For further information, send a self-addressed envelope to: **B.R.M.N.A., 5124 - 33rd Street N.W., Calgary, Alberta, Canada T2L 1V4**

DEALER TERMS ARE AVAILABLE

TRAINS ON STAMPS

Starter Collection with approvals $1.00

Satisfaction Guaranteed

P.O. Box 111045RR
Aurora, Co. 80011

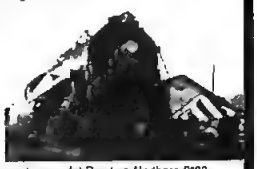
MILMED

BRILLIANT
COLOR SLIDES
take you trackside in the 1950s and 1960s for a fantastic variety of diesel power, streamliners and big steam. Add variety and originality to your own collection. Send $3.00 for catalog and 2 samples.
KRONE & CO.
P.O. Box 323 Tucker, Georgia 30085

N&W Class A
1218
Inaugural Trips
$27.95 ea.
60 minutes
Color & Live Sound
(416) 694-6821 (10 am–10 pm)

Battling flooding and mudslides, fallen trees and downed wires, the Mighty 'A' assaults the grade to Bluefield, WVa. Fantastic echoes and stack sound in the New River Valley as 1218 snakes her way through rock cuts and tunnels, along the ridge. The best shots from 3 days of filming. On train, runbys, pacing, and more

2102
READING 4-8-4
$27.95
60 minutes
Railfan Weekend II



Looking great in her freight paint, powerful Reading Northern 2102 returns to high speed service at BM&R's Railfan Weekend II. 3 days of non-stop action with 2 trains/hr and a spectacular steam double-header finale. Pennsy E-8's, Budds. 4-6-2 #425 too. Colour & Live Sound

NKP 2-8-4
765
WABASH CANNON BALL
$27.95

Exceptional high speed pacing as 765 races across America's heartland in Sept '87. Includes runbys, cab and turntable shots, plus restoration of C&O Berkshire 2789. Great stack sound & acceleration. 60 minutes

Other Videos: STEAMTOWN USA (Ex-CPR 2317). CNR 6060 Freight. N&W 611. BCR 3716. Royal Hudson. STEAMEXPO (Grand Parade). Reading 2102 (Railfan Weekend II). CPR 1201 (1 hr. ea. $27.95 ea.)

Color & Live Sound | VHS or Beta | Duty Paid to U.S.A.

Satisfaction Guaranteed or Money Refunded

Add $2/order for handling & postage. Add $1/tape for charge card orders. Ontario Residents add 7% sales tax

cheques payable to:
Video Classics
84 Willow Ave. #41b
Toronto, Canada. M4E 3K2

Looking for older diesels of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys. Lots of short lines and industrials. Send $2 for lists & 2 sample slides to:
Charly's Slides 160 Clarks Pike, Creighton, PA 15030

MILEPOST 1
BOOK & GIFT SHOP
— of the —
CALIFORNIA STATE RAILROAD MUSEUM
Over 1000 Titles Always In Stock!
CALL US FIRST!
Milepost 1 and the State Railroad Museum are open 7 days a week 10 AM - 5 PM
PHONE ORDERS (916) 447-9665 VISA/MC
115 "I" STREET · OLD SACRAMENTO, CA 95814
SEND $1.00 FOR CURRENT CATALOG

The Redwoods BY RAIL
WILLITS TO EUREKA
CALIFORNIA
May through October
Round Trip Coach $99
CALL OR WRITE FOR 1988
Free Brochure & Schedule
(707) 442-7705

NORTHCOAST DAYLIGHT
Dept. R, P.O. Box 3666, Eureka, CA 95502

MYSTIC VALLEY RAILWAY SOCIETY
For information send LSSAE to
MYSTIC VALLEY RAILWAY SOCIETY
P.O. BOX 466
HYDE PARK, MA
02136-0466
Call (617) 361-4449
24 hours a day
MEMBERSHIP EXPRESS
JOIN US
Annual membership fee includes full-color New England railroad calendar and quarterly newspaper.
MVRS MVRS
RAIL TOURS OF DISTINCTION

If you only want negatives from your XP-1 film, make sure the minilab operator understands your request and writes it down in the "special instructions" box on your film order envelope. The cost for develop-only services for C-41 film runs anywhere from $1.50 to $3.50 per roll at most 1-hour labs. If you wish to preserve your negatives in your own sleeves, clearly request that your developed film *not be cut*. The lab should have a light table or other shelf space where you can borrow their scissors and carefully cut your negatives into strips and slide them into your sleeves.

Photographers who have access to a darkroom either at home, school or at a rental facility can then take their XP-1 negatives and do their own enlarging. However, this isn't the case for the vast majority of railfans who must rely on a photo lab to do their printing. XP-1 offers another advantage in this circumstance since it can be developed *and* printed at the same 1-hour lab in less than an hour. If you've just photographed a hot news photo and Jim Boyd says he needs it in 24 hours, you can have the minilab print a 5x7 or 8x10 glossy (remember that glossy paper is necessary for good reproduction) of the particular image you wish to have published. A word of caution: having worked with both the Noritzu and KIS-Photo systems, I can tell you there's ample chance for your negatives to be scratched during the printing phase. On both machines, the negative strip is fed through an enlarging chamber, and the felt pads that are supposed to dust off the negatives as they enter the chamber can trap particles of grit or hair which may scratch the negative. It's rarely a total catastrophy, but constant reprinting of your negatives on these machines should be avoided.

Now, for the rest of us fortunate enough to have access to a darkroom and who know at least the basics of the black & white process, it's time to enlarge some 8x10s from our XP-1 negatives. Again, everyone has their personal approach when it comes to photography, so I'll explain *my* darkroom techniques, and you can apply the necessary points to your own work.

Like millions of others across the country, my home's plumbing fixtures drain into a chemical septic tank. Silver is highly destructive to the natural bacteria working in a septic tank, so I cannot flush photochemicals down the drain without installing an elaborate and expensive containment system. Instead, I go to a rental darkroom in Spokane, Washington, where I pay $40.00 for one-month's use of all the darkroom facilities plus 20¢ per 8x10 print for chemical use.

For all of my black & white publication work I use Kodak Polycontrast Rapid II R.C. (resin-coated) glossy paper. Polycontrast means that I can control the amount of contrast in my prints by placing different filters in the enlarger. Even after using the K-2 yellow filter on the camera (discussed last month), I need to add some degree of contrast to my black & white print as well. My XP-1 negatives give proper reproduction quality contrast (black blacks, white whites, and all the tones in between) on Polycontrast paper with a No.3 or 3½ filter in the enlarger.

Most of my images print up nicely with a 27-second exposure; sometimes a dense negative being printed after seven hours in the darkroom when the Dektol is losing its kick will require an exposure as long as 60 seconds. Such lengthy exposure times give you more opportunity to carefully dodge any shadow areas. And burning in the sky and other highlight areas is much easier with XP-1 than it is with other black & white films. XP-1's wider exposure latitude means you won't have a negative that's too contrasty. Shooting a Southern Pacific unit with Tri-X film at sunny Cajon Pass can present a slight dilemma—if you open up a stop or two to get better detail on the dark locomotive and shaded trucks you might overexpose the sandy portions of the landscape beyond printability. XP-1 can handle both extremes much better, and you'll retain the highlight details even if you open up for the darkest area on the locomotive.

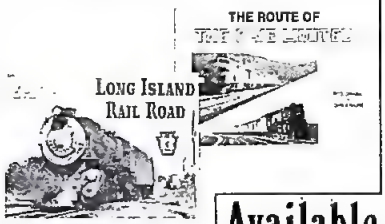
Once I've enlarged my print, it is tray processed in Dektol diluted 1:2 with water at about 90 degrees Fahrenheit for one to 1½ minutes, followed by ten seconds in stop bath, seven or more minutes in fixer, a water rinse and warm air drying.

There had once been some concern about the longevity of Ilford XP-1 negatives because color dyes in C-41 films are not as permanent as archivally-processed black & white negatives. So far, not one of my XP-1 negatives has shown any sign of deterioration; not even the ones I photographed back in 1982. XP-1 hasn't been around long enough for anyone to really determine its life expectancy. I'll continue to use it because I enjoy the combination of high film speed, good tonal range and a sharp, virtually grainless image. Whether you photograph trains for magazine publication or simply for fun, Ilford XP-1 is an excellent way for slide shooters to break into the black & white field, and it's a welcome replacement for those grainier ISO 400 films.

New From Carstens

LEHIGH & HUDSON RIVER VOLUME 1 (THE WEST END) by Ed Crist and John Krause, the prosperous "bridge route" in steam and diesel covered from Allentown to Northern New Jersey C-55 48pp softcover..... $8.95

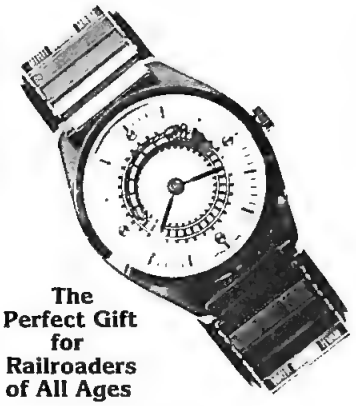
THE ROUTE OF THE ERIE LIMITED by Rod Dirkes and John Krause, a handsome pictorial of the passenger trains of the Erie Rail road in the steam to diesel transition era. C-57 48 p.p soft cover..... $7.95



LONG ISLAND RAIL ROAD, By Frederick A. Kramer with photos by John Krause, reprint by popular demand. C-34 96 p.p. soft cover..... $14.95

Available Again

Order from: CARSTENS BOOKS, Dept. 4671 P.O. Box 700, Newton, NJ 07860



The Perfect Gift for Railroaders of All Ages

Hop aboard the Cannonball and let your imagination ride this miniature train. The gold and black locomotive chugs 'round the track once a minute

- These watches are 17 jewel, full lever, shock resistant, anit-magnetic, and have a full year quarantee.
- Gold plated case; expanded gold band.

W–1 Men's Watch: $49.95 + $2.00 UPS
W–2 Ladies Watch: $49.95 + $2.00 UPS
IL Residents add 6.25% Sales Tax
Send For Free Catalog

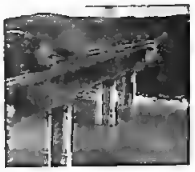
THE DEPOT LTD.
Dept. RF
SULLIVAN, IL 61951
1-800-223-3768
(217-797-6351)

VISA MasterCard

NEW! NEW!

"CHINA: STEAM'S FINAL FRONTIER!!"

● Travel to Exotic China to see Big American style engines and railroading. See 2-10-2's doubleheading, 4-6-2's running passenger trains. Heavy main line action like the U.S. used to know. Get on board to visit this fascinating country that still builds and runs thousands of steam engines. 1 Hour.....$38.95



"1218 RUNS SOUTHERN'S RATHOLE"

● Journey with us for the FIRST trips of newly restored 2-6-6-4 #1218 on Southern's main line from Cincinnati, O. to Chattanooga, Tn. See this massive engine pull trains during Sept. 1987 as she travels across bridges and attacks grades like Erlanger Hill and Kings Mt. This tape packs in the best of 5 days. We provide solid action railfan shots. No boring fillers! Stay home and avoid the stress of the chase! Full color and original sound. Professionally edited. 50 minutes.....$38.95

"AUTUMN 765 ON CHESSIE"

● Watch 765 thrashing and storming over Chessie tracks from Cincinnati - Huntington - Hinton. See New River Gorge, glorious fall weather, fogshots, and speed. Absolute must for 765 and Chessie devotees. 45 minutes.....$38.95

All full color & original sound. Professionally edited. State VHS or Beta.

Steam Central Video Co.
1673 Collinspark Ct.
Cincinnati, Ohio 45230-2276
1-513-579-0088

VISA M/C — PROMPT SERVICE

NEW JERSEY FESTIVAL OF SHIPS & TRAINS®

AND

RAIL EXPO® VIII

A RAILROAD & SHIP TRANSPORTATION, MODEL RAILROAD, TOY BOAT AND TRAIN

★ ★ ★ *SHOW AND SALE* ★ ★ ★

at the: CENTRAL RR OF NJ Passenger Terminal
LIBERTY STATE PARK on the Hudson River
Jersey City, NJ

Exit 14-B, NEW JERSEY TURNPIKE. NO local streets, DIRECT ACCESS TO CNJ TERMINAL BLDG.

SUNDAY, JUNE 5, 1988

9:00 am - 5:00 pm (Rain or Shine)

ALSO INCLUDES... **LIBERTY HARBOR WHISTLE & HORN BLAST**

- **TRAIN AND SHIP STEAM WHISTLES AND AIR HORNS FROM USA, CANADA AND EUROPE WILL OPERATE ALL DAY.**

WHISTLES/HORNS FROM PRR, RDG, LV, CNJ, NH, N&W and other RR's plus "MAURITANIA" and "NORMANDIE" OCEANLINERS & MORE ARE SCHEDULED.

*(Additional Steam Whistles and Air Horns Are Welcome to Participate, **Please Call For Reservation-201-823-4983.**)*

- **STATIONARY OPERATING STEAM ENGINE MODELS**
- **MINIATURE LIVE STEAM RAILROAD LOCOMOTIVES AND EQUIPMENT.**

Autograph Session with Famous RR "Steam-Era" Photographer

Art Gallery of Steam Ship Paintings By Award Winning Maritime Artist STEVE CRYAN

SLIDE-A-THON - Nearly 1 Million 35mm RR Slides by WALLIN, BENSON, CHARLEY'S Slides and others..

US Postal Service Temporary Station — Special Stamp Cancellation

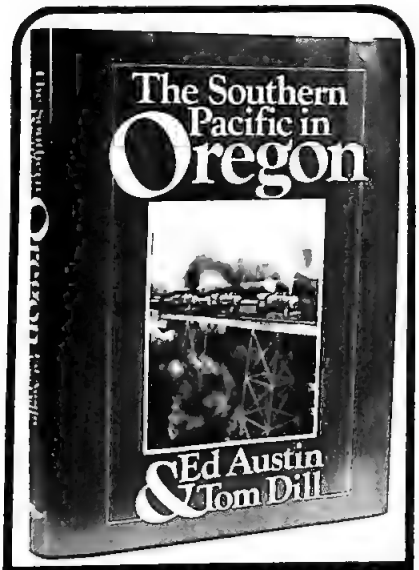
OPERATING LAYOUTS
OUTDOOR RR DISPLAYS
OVER 350 TABLES AVAILABLE
FIRST COME FIRST SERVE

Dealers: For Table Reservations: Send $35.00 each table. SASE to:
COMMUNIPAW COMMEMORATIVES
P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002-0831
—201-823-4983 FOR INFO

Baldwin 5 Chime
STEAM WHISTLE
Beautiful, quality-made, aluminum whistles with authentic locomotive sounds. $22.50
Solid Brass for models and saltwater boats $57.50
Use your Visa or MasterCard. Payment required prior to shipment. Illinois residents add 6.25% sales tax. Add $1.50 UPS charge. Write for free catalog.

The Depot of Sullivan
Dept. RF, Sullivan, IL 61951 (800) 223-3768

RAILROAD HERALDS
As Featured In September '84 RAILFAN
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings. Over 30 to choose from, large 17"x14" format, includes shipping
ONLY $17.95 EACH
SEND TO Rail Plaque 1022 Wesley Oak Park, IL 60304 FOR FREE BROCHURE



THE SENSATIONAL NEW BOOK FROM PACIFIC FAST MAIL

The complete story of SP operations in the Beaver State, featuring early narrow gauge, logging roads, branch lines to the sea, mountain main lines and much more.

320 pages . . . over 480 photographs plus 16 pages in full color. Fully indexed.

84 maps . . . including route maps, track diagrams of major cities and towns with a fold-out of the vast Eugene yard, reproduced in its entirety, and bird's-eye-view maps by John Signor.

$47.50 . . . at your favorite book or hobby store, or direct from PFM.

Brochure Available Upon Request

PFM PUBLICATIONS
PO Box 57, Edmonds, WA 98020

We'd like you to meet . . .

Bruce Van Sant

The author of the "Tumbler to Tidewater" segment of our coverage of the British Columbia Railway is certainly no stranger to heavy electric railroading. A 30-year-old native of Oceanside, Long Island, New York, Bruce has been employed by Amtrak since 1980 and presently works in the nerve center of the New York Division of the Northeast Corridor, the "40" Office in New York's Penn Station. He is in direct contact with the pulse of the nation's busiest passenger railroad on a daily basis, and as he puts it, "It's exciting, educational and sometimes even a little scary; there isn't a day that goes by where I don't learn three or four things I never knew before . . . and that's great."

As a railfan, Bruce began in his mid-teens shooting photos with his brother Keith on the LIRR. As their interests widened, Keith focused his attention on the Erie Lackawanna and Bruce turned to the electrified territory of the old Pennsylvania Railroad (an interest he attributes in part to the "Picturesque Penn Central" photo spread in the Summer 1976 RAILFAN). In his words, "It was the perfect 'home road' for me: geographically coverable, extremely varied in both scenery and equipment and challenging to photograph."

Combining an interest in music with the graphic imagery of railfan photography, Bruce prepared a tape/slide show entitled "Under the Wires," a multi-projector musical photo study of the PC/CR/Amtrak era on the old PRR from 1976 to date. Bruce first came to the attention of R&R when Editor Boyd happened to see the show when it was presented to the Philadelphia Chapter NRHS. Bruce enjoys the audiences' reaction to the show, observing that, "Sharing the sort of emotional experience generated by this show lets me give something back to the territory and people who have been so good to me—and the audience's applause helps make up for all those perplexed stares you get from passersby as you tromp through commuterland with cameras around your neck."

Bruce's ultimate goal is to compose and present a tape/slide show with a soundtrack of his own original music. He is also working on a book about the ex-PRR electrified territory. Of course, the Amtrak Corridor is not his only interest, but he admits he does tend to prefer heavy electric operations like the Muskingum Electric in Ohio and his "home away from home" on the BCR Tumbler Subdivision, which he tries to visit about once a year.

Bruce's attitude toward railfanning reflects his experience as a professional rail-

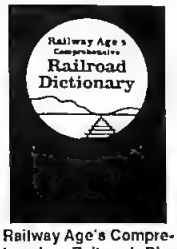
CASS
Scenic RR Railfan Weekend Spectacular

MAY 20th, 21st & 22nd 1988

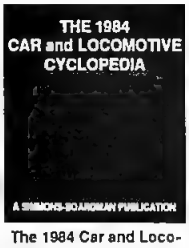
Photo Run-Bys, Night Photo Session for Video & 35mm. Join us for 3 Days of Geared Locomotive Action in West Virginia.
WEEKEND TICKET: $45.00 per person. For information or Reservations **Call or Write:**
CASS RAILFAN WEEKEND 1988
PO BOX 107, CASS, West Virginia 24927
Phone: Days - 1-800-CALLWVA (ask for Cass)
Nights - (304) 456-4362

CASS RAILFAN WEEKEND 1988

The Basic Training Manual for Brakemen and Switchmen answers the question "What do Brakemen and Switchmen do." 116 pgs. $9.95 ea.



Railway Age's Comprehensive Railroad Dictionary — Railroad Language...If you are going to speak the language a dictionary helps! 160 pgs. $19.95 ea.



The 1984 Car and Locomotive Cyclopedia, *the* authority and an invaluable reference source. Order yours today!
List Price $69.95 ea.
R.R. Industry $49.95 ea.

The Railroad — What It Is, What It Does, Revised Edition — *The* introduction to the railroad world from air brakes to intermodal traffic. $21.95 ea.

Simmons-Boardman Books, Inc.
1809 Capitol Avenue • Omaha, NE 68102
TOLL FREE 1-800-228-9670
In Nebraska, call collect (402) 346-4300
8:00 a.m. — 4:00 p.m. Central Time

STEAMING VIDEO SPECIAL

"Blue Mountain & Reading Rail Fan Weekend II"

26 Minutes • Color • Sound
VHS or BETA

$12.95 + $1.00 postage

Kauffman Creative Services
P.O. Box 4
Campbelltown, PA 17010

PA Residents Add 6% Sales Tax

roader. "Wherever I go, I try not to take anything too seriously . . . except *safety!* Being a railroader, I understand what a dangerous place trackside can be. The key is alertness. Bretheren, please use your brains out there. No photo is worth life or limb. Now, if you'll excuse me, I've got to go outside and change the pantograph shoes on my Toyota. . .".

Fr. Dale Peterka

It's a long way from Cincinnati to the Northwest prairies, but the author of this month's piece on Morgan Tower had parents from North Dakota, so Fr. Dale grew up in Hamilton, Ohio, listening to stories about the *Empire Builder* doing battle with high plains blizzards. His dad was not a railfan, but the family home did have a well equipped darkroom, and Fr. Dale got his first camera at age nine. A true interest in trains hadn't developed yet, however, and "photography" became the hobby.

Dale attended two Catholic seminaries in Cincinnati, St. Gregory's and Mt. St. Mary's, for twelve years. The railroad bug finally bit when a teaching assignment at a Cincinnati high school brought him in contact with a former Chicago area rail photographer named Don Patrick. Soon they were out chasing the *American Freedom train*, the first excursions of the newly restored Nickel Plate 2-8-4 765 and the frequent fantrips on the Southern and Chessie System. His first contribution to R&R was a one-pager, "Ghosts . . ." about C&O 4-8-4 614 at Thurmond, W.Va., in the March 1982 issue.

Fr. Dale became pastor of St. John's Church in Middletown, Ohio, in 1986. "The new job cuts into my railfanning," he reports. But not to where it interferes with serving as vice president of the Cincinnati Railroad Club, writing a column for *CTC Board* and frequent trips to shoot those BN tiger-striped diesels in the Northwest.

Books . . . . . .

"The Northeast Railroad Scene" series by Bob Pennisi
Vol. 2 - Lehigh & Hudson River $ 4.00
Vol. 4 - The Erie Lackawanna . . $ 6.50
Vol. 5 - The Jersey Central . . . . $ 6.00
Vol. 6 - Penn Central $10.00

"Railroad Stations of New England Today"
Mark Beauregard
Vol. 1 The Boston & Maine . . . . $ 7.95

"Lehigh Valley Passenger Cars"
Mickey & Warfel $13.95

"26 Miles to Jersey City"
by Pete Komelski . . . . . $ 8.95
64 pages of CNJ stations, 130 B&W photos and 6 color photos

The Morristown & Erie Railway By Bob Pennisi—48 pages—89 Photos. Four in color, plus map $8.95

We also carry books by many other publishers.

. . . . . Railroadiana

Send $1.00 for catalog to:
RAILROAD AVENUE ENTERPRISES
PO Box 114 Flanders, NJ 07836
Dealer inquiries invited.
NJ Residents include 6% sales tax.

Photos . . . . ..$2.00 each

Our catalog lists over 2500 different Steam, Diesel, Electric & Trolley photos. All are quality printed on 8 x 10 paper, most with information on the back. These are the same photos we have been selling in hobby shops through the Northeast for over 10 years.

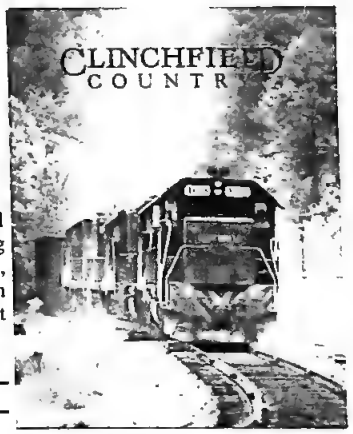
Our catalog also contains listings of public timetables and misc. Railroadiana at Reasonable prices.

PRE PUBLICATION SPECIAL!

CLINCHFIELD COUNTRY
By STEVE KING

IN FULL COLOR!

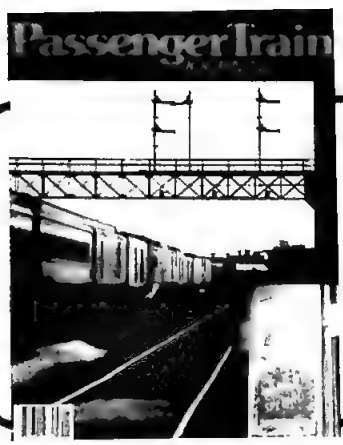
$32.50 POSTAGE PAID
MD RESIDENTS ADD SALES TAX.
OUTSIDE U.S. ADD $1.00 FOR POSTAGE
INTERNATIONAL MONEY ORDER - US FUNDS ONLY
VISA/MASTERCARD ACCEPTED
AFTER JUNE 1, 1988 PRICE WILL BE $38.00 EACH



Over 150 color photos covering The Clinchfield Railroad from Elkhorn City, KY to Spartanburg, SC, showing motive power, thru freights, and coal traffic, with maps, charts and much more. This will be a limited edition hardbound, 8½ x 11 format, book with color dust jacket.

A LIMITED NUMBER OF
ERIE LACKAWANNA MEMORIES
ARE STILL AVAILABLE AT $38.45 POSTPAID

ORDER TODAY — DEALER INQUIRIES WELCOME
OLD LINE GRAPHICS
1604 WOODWELL RD • SUITE 102 • SILVER SPRING, MD 20906



Purely Passengers . . .

No other magazine covers passenger trains like **Passenger Train Journal.** Amtrak, Commuter, Transit. And the vanished varnish of fragrant memory. News, features, photos, every month!

PO BOX 6128 • GLENDALE CA 91205

☐ $27/1 year
☐ $49.00/2 years (Outside USA add $4 per year)
(1st Class enveloped $1/iss extra)

Name _____
Street _____
City _____
State _____ Zip _____
☐ Check enclosed
☐ Charge to ☐ MasterCard ☐ Visa
Exp. Date _____
Card Number _____
Signature _____

TRAIN LAND VIDEO

N&W 1218 IN THE "RAT HOLE"

18 spinning wheels take you across **Kings Mt. Trestle, High Bridge & Cumberland River,** thru gorges, some of the **Rat Hole Tunnels, Danville Yard,** 1.1% **Lancing Grade,** still & pacing driver shots, runbys, and crew conversations.

1 HR. $29.95 THIS MONTH ONLY VHS—HQ

For Same Day Shipment Send M.O.
FOR COMPLETE LIST SEND SASE

TRAIN LAND VIDEO
640 N. Vine Ave. Tenn. Res. Add 7% Tax
Rockwood, TN 37854

STEAM ERA CLASSICS

— C.R.R. of N.J. BLUE COMET —

Black and white 16" × 20" (image size) prints from original negatives circa 1935. Printed on 100 lb. stock, suitable for framing. Ideal for den or office. Makes a unique gift of Americana! One of an on-going series. Watch for future releases. *Money Back Guarantee.* $9.95 each ppd.; Matted & sealed: $14.95 each, ppd.; Matted/framed in alum./glass, 20" × 24": $49.95 each ppd. Send Check or Money Order to:

VINTAGE VIEWS, Dept. 1-C
18 Englewood Lane, Warwick, RI 02888
Dealer Inquiries Invited

Steam Lives!

Write for details of our world-wide steam train tours

We will also personally plan your individual trip

CHALLENGER TOURS

3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

Transit Currents

New cars improve

At the Port Authority Trans-Hudson Corporation, the former Hudson & Manhattan Railway is enjoying a customer bonanza and, as reported in these pages earlier, has added equipment to meet the growth in passenger volume. The delivery of 95 new cars was completed in mid-December 1987; at the same time came delivery of the last of the first 150 rehabilitated cars for the PATH system. Another 97 cars will finish out the reconditioning process. The Journal Square/33rd Street line saw PATH trains expanded from five to six cars. In early fall the Newark/World Trade Center line added additional trains. By the time you read this, PATH expects to have service every three minutes during the rush hour on the Newark and Hoboken lines to the World Trade Center.

The new cars were provided by Kawasaki Rolling Stock (USA), Inc., in partnership with Nissho Iwai American Corporation. Costing about a million dollars each, the cars have three doorways in each side to speed loading and unloading, and are 51'3" long, 9'4" wide and 11'8" high. For maximum capacity, all seating is of the "bowling alley" or longitudinal design. The 62,000-lb. cars have seating space for 31 people and standing room for an added 122 people.

On December 10, 1987, the board of directors of PATH authorized planning for nine-car train operations on the Newark/World Trade Center line. Twenty-nine additional transit cars have to be purchased to do this job, and platforms at Harrison, Grove Street and Exchange Place stations in New Jersey and the 33rd Street terminal in Manhattan will have to be lengthened. Already the Exchange Place station platforms are being lengthened for the eight-car train project. PATH moves 210,000 weekday passengers on more than a thousand daily train movements between New York and New Jersey.

New York briefs

The New York Yankees, with George Steinbrenner's threats to take the team over to New Jersey (which some would deem shocking or obscene), are playing hardball with New York City by demanding that Metro-North Commuter Railroad place a new stop at Yankee Stadium's home plate side. The estimate is that construction would take 2½ years and cost $8 million.

As of early December 1987, the new Metro-North Yankee Stadium station was in limbo. The operations committee of Metro-North recommended against the $8 million budget allocation for the project. The construction of the station was a key element in the contract extending the lease of the stadium by the New York Yankees until the year 2032.

The New York City Transit Authority, figuring that at its current pace it would take 102 years to refurbish all of its subway stations, has decided to spread some of the repairs around by doing some paint-up, clean-up work and putting in new lights at hundreds of stations in the next eight years. This would still not take care of inherent structural problems but would show signs of progress.

Metro-North Commuter Railroad's New Haven line received a grant from the Urban Mass Transportation Administration to renovate two drawbridges, surface 80 miles of trackage, install 20,000 new main line ties, repair the catenary on the New Canaan branch, improve access for disabled riders at the New Haven Station, and rebuild locomotives.

Finally, to the great benefit of Long Island Rail Road's 272,000 daily passengers, the new West Side yard was dedicated on October 19, 1987. This is located immediately west of Penn Station and is used for the storage of LIRR cars during the day, thus ending the need to haul the cars back through the East River tunnel for storage in Sunnyside yard on Long Island.

Thanks to William Fennelly for all the news.

Horning in on MAX

I had a very good friend back in suburban Philadelphia who had an interurban air horn mounted inside the grille of the family's 1948 Chrysler. It sounded very much like the horns on the Red Arrow trolleys that ran so nicely in the median of Darby Road near Oakmont. He used to blow it on occasion and scare the bejabbers out of motorists making their way across the tracks at one of the numerous grade crossings. Being impaled on the front coupler of a Red Arrow center-door car on the Ardmore Line was not a vision of sugar plums.

Train horns and sounds are important. Steam locomotive lovers have long bemoaned what they consider the unpleasant sound of the air horn on a diesel locomotive. In the Portland, Oregon, area, Tri-Met was looking for a new horn for the cars on MAX, its light rail line. The aim was to equip the cars with a horn that sounded much more like a train coming down the tracks instead of a truck. The final choice was termed to be upbeat and melodic and similar to the three-tone chords that have been installed on diesel locomotives in recent years. The MAX car horn will be an electronic device rather than an air horn. North Pacific Communications in Gresham, the eastern terminal town for MAX, used a computerized process that works on a digital recording of an actual Amtrak train horn. A computerized disk will be installed in the motorman's compartment of the MAX cars, and the operator will merely press a button to produce the sound which will be delivered through a loudspeaker. Tom McGarry sends the news.

Whoops!

Some days it just doesn't pay to get up. In late October the New York City Transit Authority managed to smash up a car just received from France that had been in the country less than 24 hours. A maintenance train banged into the newly delivered car and

BY GEORGE M. SMERK

PATH service

tore a 30-foot gash in the side of the vehicle, which was built by Westinghouse-Amrail.

Out West in Santa Clara County, the light rail system in the San Jose area suffered a wreck to one of the new trolleys, which also ruined a section of track. The $1.1 million trolley will probably be out of service for about a year; the accident caused testing on the light rail line to be halted. The accident occurred at the Old Ironsides Great America Amusement Park at the north end of the line. Thanks to Tom McGarry for the information.

South Shore ridership improving

In the Hoosier Holyland, my colleagues at the Northern Indiana Commuter Transportation District and I have been gratified by the steady increase in ridership and revenues. For the last several years, NICTD's South Shore trains have been the most crowded and overcrowded of any of the Chicago region's commuter rail services. With NICTD's financial situation stable for the present time, management and the board are addressing the issue of better service for the passengers. Of the 44 new cars built by Nippon Sharyu, three have been totaled in accidents. Discussions are being held with carbuilders and the Urban Mass Transportation Administration on innovative ways to purchase additional rolling stock. Because of NICTD's limited financial abilities, we cannot be in a position of running more trains and increasing the deficit. At the present time we are cheered by growing ridership and a working number of 53% of operating costs covered from fares. We hope to get this above 60% within the next three years, barring some unfortunate occurrence.

To improve service, two more eight-car trains were added to the South Shore's operation on December 14, 1987. I boarded the first of the trips with additional cars on inbound No.110 leaving Dune Park at 7:18 a.m. and headed for Randolph Street. Despite the extra cars, the train was still crowded. This train usually runs as 140-150% of seating capacity, so the extra space is welcome. On a worrisome note, this brings the margin of South Shore spares down to just two cars. In the morning and evening rush the South Shore is now operating 38 cars; assume that one car is in the shop for regular maintenance work, and that leaves only two cars as spares in case of breakdowns. Is it any wonder that NICTD wants to get additional equipment?

New cars for Norristown

The Swedish locomotive builder ASEA Traction and Amtrak have formed a consortium for a $44 million contract to supply 26 cars for service on the 14-mile Philadelphia-Norristown line of the former Philadelphia & Western, now part of SEPTA.. The cars, to be equipped with a three-phase, asynchronous propulsion system, the first in the United States, will be assembled at the Amtrak Beech Grove, Indiana, shops. Each car will have 64 passenger seats, can be operated alone or into trains of up to four cars, and should have a maximum speed of 70 m.p.h. The delivery of the cars is supposed to begin in late 1989.

As reported in the March 1988 RAILNEWS, at present the famous Bullet cars are running only on Sundays, while the ex-Chicago "L" cars and three of the P&W Strafford cars provide service the rest of the week. Concerns over the incompatibility of the anti-climbers between the CTA cars and the Bullets has caused the ruling that the two types cars cannot operate on the line at the same time because of the fear of telescoping in any collision. The Straffords, they have determined, are compatible with the CTA cars but not the Bullets. On Sundays you will see *only* Bullets in service on the Norristown line.

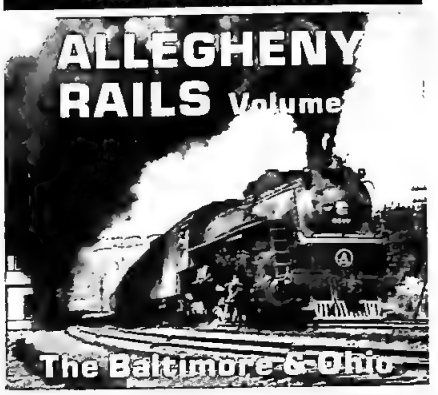
Bickering in the Bay Area

The San Francisco Bay Area Transit Commission has suggested that BART (the Bay Area Rapid Transit District) be merged with the Peninsula and San Jose rail systems. What they propose is nothing less than a complete commuter rail network ringing the

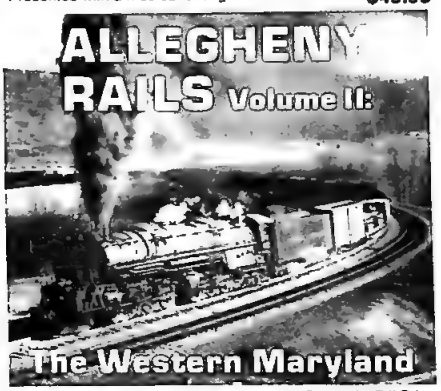
MIKE DEL VECCHIO

THE 95 NEW CARS built by Kawasaki for the Port Authority Trans-Hudson (PATH) system between Newark, N.J., and Manhattan, are recognizable by the three doors on each side. A consist including the new cars is seen here at Harrison on March 5. The older cars are being painted to match the new ones.

FROM THE WILLIAM P. PRICE 8mm FILM COLLECTION



Filmed in 1953 and 1954 by William P. Price on the Pittsburgh Division over Sand Patch Grade and the Cumberland Division's west end. See these classics in action: "Big Six" 2-10-2, EM-1 2-8-8-4, P-1 d 4-6-2, Q Iba 2-8-2, Alco FA Diesels, B&O's famous "Washingtonian" and other passenger trains are also featured. Documentation provided by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Presented with a musical background. 55 minutes. **$49.95**



Photos by Bill Price

Filmed in 1953 and 1954 by William P. Price on the Mainline to Connellsville and the Elkins Subdivision at famous locations such as the Salisbury Viaduct, Big Savage Tunnel, Helmstetters Curve, Black Fork Grade and more! Features Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0, Pacific 4-6-2 Potomac, 4-8-4, F-7 and Alco RS-2. Historical documentation by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Musical background. 52 minutes **$49.95**

OTHER TITLES AVAILABLE

- ☐ **Challenger '82** - U.P. 3985 1982 Trips. 55 min **$49.95**
- ☐ **U.P. "Challenger" 3985** - 1981 Coverage. 55 min. **39.95**
- ☐ **Diesels West** - U.P. D&RGW, Utah Rwy. 55 min **39.95**
- ☐ **Legend of the Rio Grande Zephyr** - 52 min **49.95**
- ☐ **Diesels on the U.P.** - DDA40X, SD-40, U30-C. 60 min. .. **49.95**
- ☐ **Diesels on the Union Pacific...The Sequel** - 60 min. **49.95**
- ☐ **Steam Over Sherman** - U.P. Steam in '50's. 55 min. **49.95**
- ☐ **Rio Grande Of The Rockies** - '50's Std. & N.G. 59 min **49.95**
- ☐ **Excursion to the Thirties** - Rare 8mm Colo. N.G. 52 min. **49.95**
- ☐ **Rio Grande N.G. In the Fifties** - 8mm N.G. 58 min. **49.95**
- ☐ **A Forties Memory** - D&RGW, ATSF, S.P., RGS. 24 min **34.95**
- ☐ **Narrow Gauge Video Vignette** - Colo. N.G. 55 min **39.95**
- ☐ **D&RGW N.G. Frt. Trains** - 1967 (Silent) 60 min. **49.95**
- ☐ **D&RGW N.G. Stock & Pass. Tr.** - 1967 (Silent) 60 min. **49.95**
- ☐ **Rails Across The Summit** - Cumbres & Toltec. 28 min. **34.95**
- ☐ **Doubleheader '83** - Cumbres & Toltec. 28 min **24.95**
- ☐ **Snow Train: Rio Grande's Ski Special** - F-9. 28 min. ... **34.95**
- ☐ **The Sugar Cane Train** - Hawai's 3' L.K&P. 20 min. **24.95**
- ☐ **Last Steamers of the C&S** - 1958 Std. Ga. 52 min **49.95**
- ☐ **Tehachapi Pt. I: The Santa Fe** - Diesel. 57 min. **49.95**
- ☐ **Tehachapi Pt. II: The Southern Pacific** - 52 min **49.95**
- ☐ **The Rio Grande Today** - 2 Hr. Special. 120 min **59.95**
- ☐ **The Fifties Express** - Steam on 15 roads. 52 min **49.95**

SPECIFY VHS or BETA II • DEALERS WELCOME

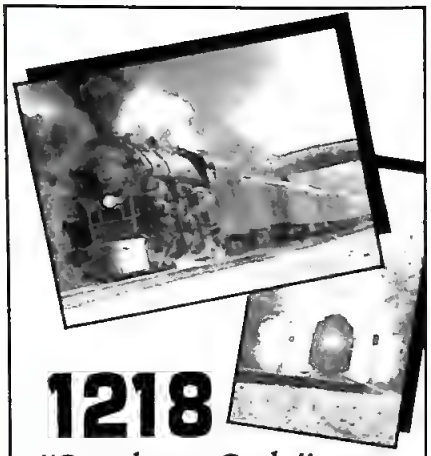
Shipping & handling $2.50 (U.S. & Canada) Foreign $5.00

FREE DESCRIPTIVE BROCHURE

VISA or MasterCard (303) 770-8421

WB VIDEO PRODUCTIONS

6447 S. Heritage Pl. W./Englewood, CO 80111



1218

"Southern Style"

Follow N&W's magnificent class "A" down the Southern's main line from Cincinnati to Birmingham. Storming up Erlanger Hill, pounding through the Cumberlands, rolling down the Tennessee Valley, this action-packed 38 minute program captures the many moods of the #1218 as she steams through the mid-South.

"Experience the thrill" **$24.95**

LASTING IMPRESSIONS

2707 Colonel Drive • Louisville, KY 40222
(502) 426-6397 • VISA/MASTERCARD
VHS or Beta

OUR RAILROAD
HERITAGE
SERIES

ENJOY Carstens' "Heritage Series" of top quality softcover books. With excellent photo reproduction and informative captions, they capture the railroad scene of yesterday and today. All are 48 8½" × 11" pages in a horizontal format.

ELECTRIC HERITAGE OF THE LONG ISLAND RAIL ROAD, 1905-1975, by Ron Ziel and John Krause, looks at LIRR electric locomotives and m.u. cars from side-rod DD1s to today's M-1s. C-50 ..... $7.95

LACKAWANNA HERITAGE, 1947-1952, by John Krause and Ed Crist, covers the grand steam-diesel transition era of the DL&W with lots of action. C-51 ..... $7.95

BALTIMORE & OHIO HERITAGE, 1945-1955, by John Krause and Ed Crist, offers up a heady dose of steam from mighty 2-8-8-4s and doubleheaded 2-10-2s to dainty 4-4-2s on the old B&S. C-52 ..... $7.95

Order from: CARSTENS BOOKS, Dept. 4665
P.O. Box 700, Newton, NJ 07860

Transit Currents

Bay Area. While this may make sense, there is enormous bickering going on among the different rail operations, and threats and counterthreats and politics and counterpolitics run rampant.

One part of the war has to do with extending the CalTrain commuter service which runs from San Jose at the south end of the Bay to the Southern Pacific station at Fourth and Townsend Streets in San Francisco. Many proponents want this line extended into the Trans-Bay terminal close by the San Francisco financial district. The expansion of BART to the south is seen as a hindrance to extending the CalTrain line into the Trans-Bay terminal. This is especially true if BART is extended as far as San Francisco International Airport, where it would intersect with the CalTrain line.

The above is a minor furor compared to the reaction of Alameda and Contra Costa County interests who want BART extensions in their counties before construction begins south from Daly City into San Mateo County. Part of the upsetness comes from the fact that San Mateo County is not now part of the BART district but wants to buy in. Alameda and Contra Costa have been BART counties from the beginning, and they naturally want the extension and the service first. The 18-member mass transit commission will have to figure out which has priority.

To sweeten the deal for an extension through Colma and eventually to Millbrae, across from San Francisco International Airport, is San Mateo County's offer to pay BART $25 million for the privilege of building a station at Colma; moreover, BART would pay none of the $85 million construction costs and none of the operating expenses for the extension.

The counterpoint to the war is the threat to totally discontinue the CalTrain commuter service if it is not extended downtown. The proposal to raze the Fourth and Townsend Street station for the proposed Mission Bay residential and office project would move the CalTrain station back to Seventh and Channel Streets, which is even further from downtown than the present station. Downtown would be reached by a new Muni Metro downtown connection, but the transfer between the two rail systems would be time-consuming and less pleasant than a one-seat ride.

Reacting to all the fuss, the BART directors on December 3, 1987, voted to reconsider their preliminary approval of the 1.5-mile BART extension from Daly City to Colma. Much of the argument overshadowed the November 17 acquisition by BART of the first of the 150 new C-cars built by Soferval of France. Probably wisdom would dictate abandonment of the "either/or" approach and figure how to go ahead with everything. With the Bay Area population rising and gridlock threatening, the need for rail transit is more evident than ever.

New BART Board of Directors President John Glenn is trying to bring a little peace to the situation by recommending that a summit conference of Bay Area politicians be held to reach agreement on a plan for rail extensions. Unity will be necessary to lobby successfully for the $500 million that is needed to build the extensions already planned and if the $7 billion in rail transit improvements are to be constructed in the next 20 to 25 years in the Bay Area.

On a more positive note, San Francisco Municipal Railway expects to have the new turn-around at the Embarcadero well in hand by 1990. The rail line will be extended under the Embarcadero, rise to the surface just south of Howard Street, and then extend south from the Embarcadero to housing and office developments planned for South Beach, Rincon Hill and Mission Bay. This line may also serve the CalTrain station.

There is much progress in San Francisco. The trolley tracks on Market Street will soon be renewed in certain places and the line extended up to the Embarcadero; eventually the line will run along the Embarcadero to Fisherman's Wharf. The J Church line is being extended to the Muni Metro Center on San Jose Avenue. Further off is a strong possibility of a new rail line on Geary Street and Geary Boulevard with a major decision needed on whether the line should be in tunnel east of Van Ness Avenue or remain on the surface with Geary turned into a transit mall. Many thanks to Tom McGarry for the information.

Maybe Dallas moves ahead

The Dallas Area Rapid Transit board is perceived as paralyzed by internal politics and regional squabbling. Dirt has not been flying on the proposed 93-mile light rapid transit system that is to be built in Big D. On December 5, 1987, the board finally but tentatively approved a $1.1 billion 13-mile line that will run from Illinois Avenue in South Oak Cliff to Park Lane in North Dallas. The job is to be completed by 1994.

The board also approved building a line three miles in length to Parkland Memorial Hospital and a three-mile line from Illinois Avenue to Simpson Stuart Road by 1996. The Parkland line is eventually to branch out to serve patrons in Irving and Carrollton. The Simpson Stuart line will be useful to riders in the southern reaches of South Oak Cliff. Meanwhile, 15 of the board members traipsed off to San Francisco to ride on the wide cars of BART and the narrow cars of Muni Metro, to make a decision on whether the system should have wide cars or narrow cars. Thanks to Curt Brown for the information.

Tom Ruffin reports, however, that the folks in Dallas are in favor of rail transit but not particularly in favor of DART. Based on a poll taken in the fall of 1987, folks seem to be tired of waiting for DART to get moving with the construction of its light rail line.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

Flashes

Friction between suburbs and city or between collar counties, inner suburbs and cities are common in the U.S. Those who wonder why SEPTA has not done more about rebuilding and improving the streetcar lines in Philadelphia may note that the SEPTA board of directors is dominated by the suburbs. The city car lines are not useful for suburbanites and therefore get scant attention—or dollars—from the board.

March Mentzer sends sad news that the budget deficit at MUCTC, the transit provider in MONTREAL, Quebec, is rising quickly and threatening the quality of service. The 650,000 daily riders of the buses and the Metro System are facing a cutback in service as MUCTC struggles to buy new buses, replace fixed facilities and overhaul or renew the rapid transit cars. The original MR-63 cars are 20 years old and have a life expectancy of 23 to 25 years. It's is expected to cost $60-100 million to overhaul the 358 first-generation Metro cars that make up half of the rapid transit fleet. Critics say that political squabbling, indifference and incompetence are destroying MUCTC.

At the end of 1987 there was still no decision on the use of the Silver Spring to GEORGETOWN branch of CSX; it is about to pass out of use as a railroad, and Montgomery County would like to use at least part of the rail right-of-way for a transit line, either busway or light rail. The Environmental Protection Agency and local residents are unhappy about a recent Interstate Commerce Commission ruling. The park district of the National Park Service would like to use some of the land. It may be a long while before this is settled. Thanks to Marion J. Zych, Jr., for the news.

In October 1987 the SEATTLE Metro Council selected the final alignment for the extension of Seattle's Waterfront streetcar line. It will go through historic Pioneer Square to the International District and the south entrance of the trolleybus tunnel now under construction. The Waterfront trolleys will run from the Waterfront along Alaska Way to the east along South Main Street to Fifth Avenue South, then south on Fifth to South Jackson Street. The project is estimated to cost $5.7 million and will better integrate the Waterfront Trolley with the rest of Seattle's transit system.

Railfanning is:

Trying to sort out the wild rumors from the wonderfully impossible realities about what veteran and new steam engines are running when and where this summer—so you can put in your vacation schedule request.

GREEN FROG PRODUCTIONS, LTD.

950 Bream Court, Marietta, GA 30068, (404) 971-7622

THE FROG PRESENTS ANOTHER GULASH VIDEO TAPE

"WESTERN MARYLAND—End of an Era"
Another film from Emery Gulash

Had the B&O not purchased a goodly quantity of Western Maryland stock, the Western Maryland might never have survived until 1973.

So, in the early 70's, Emery Gulash carried his tripod and Bolex to Pennsylvania, Virginia and West Virginia to capture the Western Maryland on 16 mm color film before it all but disappeared into the huge Chessie system.

Here is all the excitement of "F" units, long coal trains, some other first generation diesels and "new" Geeps—all as they appeared in the early 70's.

Green Frog has added exciting, synchronized **stereo** sound (some actually recorded by the photographer) and practical, limited narration to this production. Also included are maps (both on tape and separately) showing the areas covered by the Western Maryland.

Don't miss this complete **70 minute** production on one of the favorite railroads in the US.

Only **$54.95** plus $2.50 FIRST CLASS shipping

Have you seen these other popular tapes?—(Just a **short** selection of those available!)

"The Chama Turn"—Another Gulash film; The Rio Grande narrow gauge; Chama to Alamosa—60 minutes—$54.95

"Rails Chicago"—Extensive coverage of Chicago railroads—today!—56 minutes—$49.95

"Rails Canada"—Fast paced action on the CP and CN today (including old "E" units and Alcos)—25 minutes—$24.95

"Steam in the 50's"—Incredible photography by that master photographer, Jerry Carson—coverage of 11 different steam mainline roads in the 50's!—41 minutes—$54.95

DON'T MISS OUR LINE OF OUTSTANDING AUDIO TAPES—**ALL STEREO**; SUPER DYNAMIC RANGE—NARROW GAUGE, STANDARD GAUGE—STEAM IN THE 50's; OLD AND NEW DIESELS—

—If you haven't heard these, you've really missed out!

Green Frog Stereo Sound
—the best in the industry!
VHS HQ Hi-Fi or Super Beta Hi-Fi

Send $1.00 for our new catalogue, refundable with first order.

VISA MASTERCARD
Dealer Inquiries Invited

GREEN FROG PRODUCTIONS, LTD.
Producers of the most professional and entertaining video and audio railroad productions
950 Bream Court
Marietta, GA 30068
(404) 971-7622

RICHARD D. SANBORN On March 1, 1988, it was officially announced that Richard D. Sanborn, Jr., has been chosen by Conrail to be their new President and Chief Operating Officer effective March 7. This also puts Mr. Sanborn next in line for Chief Executive Officer, to replace L. Stanley Crane, who plans to retire on January 1, 1989. The two positions have been open since December 1987 when former President Stuart Reed, 62, resigned as president to make room for Stanley Crane's eventual successor.

From 1982 to 1986 Richard Sanborn was president and CEO of the Seaboard System Railroad. After the CSX merger, he became president of CSX Distribution Services. He is a graduate of the Harvard Law School with 27 years of railroad experience. Industry analysts praised the decision stating that "Sanborn shares Stanley Crane's style of hands-on railroading and has the prospective to expand Conrail's freight business." In the *Wall Street Journal*, he is described by industry executives as "the grandson of a locomotive engineer . . . and a lifelong railroad buff . . . who likes to ride trains." He has gained a tremendous amount of respect within the industry and from the railfans as well.

With Stan Crane at the helm, Conrail has risen to a profitable public corporation through streamlining and rigid cost cutting procedures. Analysts feel that Mr. Sanborn's marketing experience is valuable to Conrail, as it must find and develop new markets if it is to prosper in today's railroad climate.

WHITE PASS & YUKON REOPENS Beginning on May 12, 1988, the famous White Pass & Yukon Railroad will be back in business running passenger excursions only. The same company which shut down the line on October 8, 1982, has negotiated favorable arrangements with the United Transportation Union and Teamsters to haul tourists. WP&Y narrow gauge 2-8-2 73 received necessary work and was fired up for the first time on March 3, 1988, and spent her first day switching out coaches for the excursion consist. The Mikado's last active service was about a dozen WP&Y trips in 1982. Presently, about 20 miles of the line is in service, between Skagway and White Pass Station, Alaska. It is hoped to someday open the line further into Canada's Yukon Territory. As in previous years, a major part of the WP&Y ridership will come from the cruise ships which dock at Skagway Harbor.

The WP&Y is planning to run two trains daily and four trips on Tuesday, Wednesday and Thursday (when the cruise ships are normally in). Riders can board the train on the piers at Skagway. The steam locomotive will be used to pull every train the first two miles from the waterfront to the shops where a diesel will take over for the run up the pass. Twelve-car trains are planned with a seating capacity for 300 people. For reservations call 800/343-7373—STEVE HIETZ.

MORE ON THE "HIGH LINE" If the winter weather continues its mild trend in the Pacific Northwest, Burlington Northern will begin installing 50,000 concrete ties on the former-NP main line between Spokane and Pasco, Washington, by mid-March. This tie renewal project will be the last major step in BN's revitalization of the 2nd Subdivision of the Spokane Division between Cunningham and Cactus. During 1986 and 1987 the previously automatic-block-signalled line was totally overhauled with new CTC signaling and controlled sidings. As a result, the parallel route of the former SP&S "High Line" between Spokane and Pasco was reduced to secondary status west of Fish Lake, with abandonment an eventual certainty. Having been out of service to through trains since June 29, 1987, the SP&S line will be brought back into service to handle BN's low priority traffic between Spokane and Pasco while the concrete tie project occupies the 2nd Subdivision. After that, BN intends to carry out its abandonment of the High Line once and for all—BRUCE KELLY.

STEAMTOWN'S 1278 On February 27, 1988, the Gettysburg Railroad received at its Carlisle Junction, Pa., interchange with Conrail, Canadian Pacific G5d Pacific 1278, delivered from Steamtown in Scranton, Pa. As many railfans will remember, the 1278 and an undisclosed amount of money were traded to the Gettysburg tourist line in exchange for Canadian National 2-8-2 3254, which operated during Steamtown's 1987 season as Lackawanna 1271. The 1278 is inoperable at present, but as soon as the weather warms up the boiler will be inspected and restoration evaluated. The Pacific was transported in a special move from Scranton to Wilkes Barre over the D&H (Guilford). Conrail B23-7 1971, the Pacific and a gondola traveled south on the former-LV line through Jim Thorpe into Allentown Yard, operating as symbol SPL172 on the morning of February 27. The locomotive and gondola reversed and traveled west through Harrisburg toward Carlisle Junction as symbol SPL171, arriving at the Gettysburg interchange that evening.

In other Gettysburg happenings, Merril-Lynch filmed a TV commercial in December 1987 using Gettysburg's ex-Mississippian 2-8-0 76 and two coaches painted in their silver, blue and red livery. The commercial aired during ABC's telecast of the Winter Olympics.

The 76 is the primary power on the Gettysburg and will operate on weekends in June, September and October, and daily during July and August. The Gettysburg operates a 16-mile excursion to Biglerville, Pa., and on selected dates runs a 50-mile trip north to Mt. Holly Springs, Pa., near Carlisle. The line is a former Reading branch.

AN ICRR 0-8-0 The North Carolina Transportation Museum at the Spencer Shops has cosmetically altered Illinois Central 0-8-0 3525 to the appearance of Southern Railway 1894, a local favorite and also a basic USRA 0-8-0. The 1894 was one of the Spencer Shop switchers on the steam-era SR.

Illinois Central 0-8-0 3525 was built by Baldwin in September 1922 (b/n 55643) to a standard USRA design. In 1957 the IC sold it to the DeBardelaben Coal Company near Holt, Alabama. It later ended up on the Stone Mountain Scenic Railroad near Atlanta, Ga., before going to the Spencer Museum in the late 1970s. This and 0-8-0 3571 (nee-C&IW 802), rusting in the weeds in Crystal Springs, Mississippi, may be the only IC 0-8-0s left.

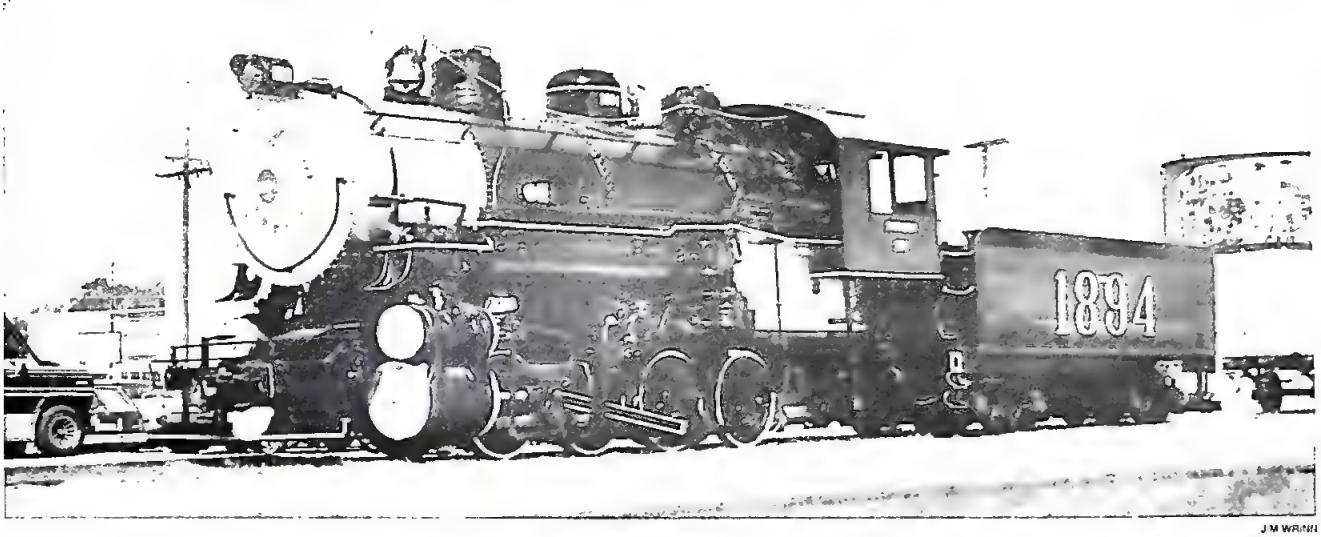
The Spencer Shops operates Buffalo Creek & Gauley 2-8-0 No.4 repainted to represent Southern K-class 604 (see October '88 R&R, page 34). It pulls various restored Reading and CNJ open-window and "truss-rod" heavyweight coaches around the 57-acre site taking visitors on a 30-minute tour. The Museum keeps reasonable hours seven days each week. The 604 generally operates on weekends, while weekday duties are usually handled by green and gold Southern FP7 6133.

TWO PROTOTYPE F69PHs Electro-Motive Division of General Motors will build two prototype F69PH passenger diesels for Amtrak. An EMD press release dated February 4, 1988, states that these are the "first all-new locomotives to be built and operated in the United States featuring a three-phase a.c. traction system." Because they are prototypes, they will be built at La Grange with electrical equipment manufactured by Siemens AG of West Germany. EMD and Siemens are working cooperatively on the design of the a.c. traction system.

The two prototype F69s, numbered 410 and 411, are each rated at 3000 h.p. and will contain a 12-cylinder 710GA diesel engine. One would suspect that an "a.c. electrical system" would involve simply an alternator feeding a.c. traction motors, but it isn't quite that simple. Alternating current is produced in a main traction alternator and then rectified to d.c. using diodes in a bridge circuit like an "ordinary" a.c./d.c. unit. The d.c. is then fed into two gate turn-off thyristors that produce the three phase voltage and frequency required by each pair of a.c. traction motors.

The three-phase a.c. traction motors have several advantages over conventional d.c. traction motors in that they use induction for excitation and do not require the troublesome brushes that are part of all d.c. motors. This will eliminate flash-overs and stall burns and most problems associated with today's motors. The result will be significantly less maintenance. Why didn't we have a.c. motors all along? Because only now are we developing the reliable solid-state technology to properly control a variable-speed heavy-duty a.c. motor.

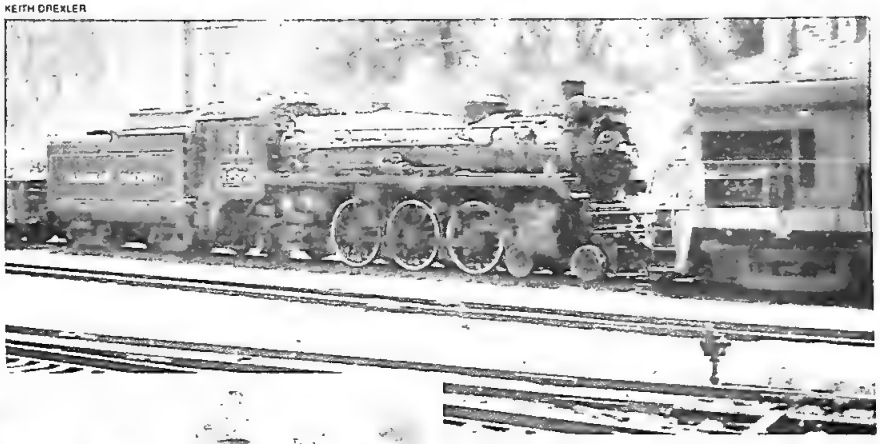
The new units will also use a similar thyristor control off the main alternator for the 480-volt 60Hz a.c. HEP unit. This will provide sufficient power at lower engine r.p.m.'s, particularly while the train is at rest. This will contribute to lower fuel consumption and will be a welcome relief from the present "constant speed" F40s which drive a mechanical HEP system and create a tremendous noise while standing at stations.



J.M. WRINN

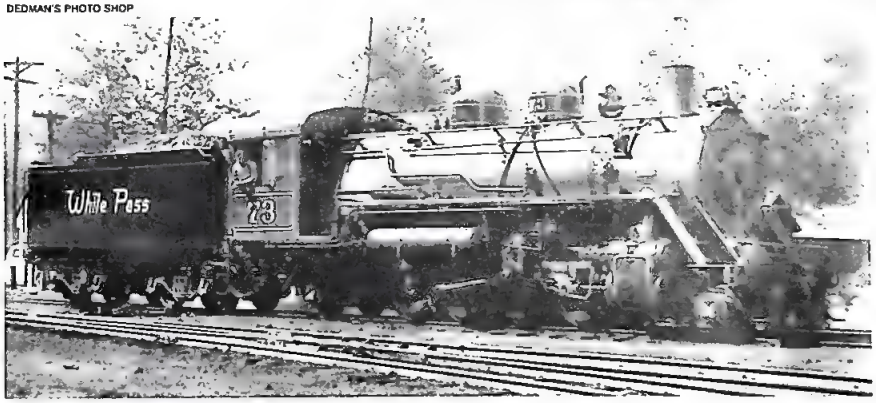
AN ICRR 0-8-0, No. 3525, has been cosmetically altered by the North Carolina Transportation Museum at the Spencer Shops to represent Southern Railway 1894, a similar USRA 0-8-0. Now a static display, this ICRR 0-8-0 once ran on the Stone Mountain Scenic Railroad in Georgia and became part of the Spencer Museum in the late 1970s. It is shown at Spencer on October 17, 1987, soon after the repaint.

KEITH DREXLER



STEAMTOWN'S 1278 was on its way to its new home on the Gettysburg Railroad on February 27, 1988. The CPR G5d 4-6-2 is shown here arriving at Conrail's Allentown yard, en route south from Scranton, Pa.

DEDMAN'S PHOTO SHOP



WHITE PASS & YUKON REOPENS in 1988 with its narrow gauge 2-8-2 73 greeting visitors at the piers in Skagway. In May the line will open to White Pass Station, Alaska, a distance of 20 miles. The 73, shown (left) after being restored in 1982, will lead each train out of Skagway two miles to the shop where diesels will take over.

The F69s will appear quite different from anything we've seen from EMD in a while. Because of the increased space requirements of the electrical innards, the cab has apparently been moved forward slightly and dramatically restyled with an angled windscreen that sweeps back from the point of the nose (see page 2). Inside, the controls are arranged on a "desk" console like an AEM7. The F69PHs are still single-ended units, however. Editor Boyd feels "they look British." Components are presently being assembled at La Grange, and the finished units are expected to hit the road in 1989.

The new F69s, however, are not Amtrak's first venture into a.c. traction. Wrecked F40 202 has been rebuilt with a.c. traction motors from BBC Brown Boveri of Switzerland. "F40AC" 202 is undergoing evaluation at Amtrak's Wilmington, Delaware, shops and was seen in Philadelphia in late February 1988.

The famous Canadian Pacific Montreal M640 4744 has been in service since late 1984 riding on four Brown Boveri a.c. traction motors (in A1A configuration in its six-wheel trucks), though it has yet to be duplicated. Meanwhile, EMD will be using the F69 technology to develop a high-horsepower freight locomotive.

It is interesting to note that although EMD is using Siemens a.c. motors, its partner in electric locomotive technology, ASEA of Sweden, has recently merged with Brown Boveri of Switzerland. The new "ABB Traction Inc." becomes the largest electro-technical company in the world, with sales of over $18 billion. Its U.S. headquarters will be in New Jersey.

CLASS 59 GOING ON 60 In the January 1988 issue of the Ian Allen publication *Modern Railways*, Roger Ford reports that on November 6, 1987, the bids were placed at the Derby Railway Technical Centre for the British Rail Class 60 Railfreight 3000+ h.p. heavy freight locomotive. With an order for an estimated 100 units up for grabs, the competition had been opened to international suppliers, but few seemed to be interested because of the stringent "qualifying" requirements, warranty terms and short delivery times. The specifications for the proposed Class 60 are essentially based upon Foster Yeoman's EMD-built Class 59 JT26CW-SS units (March '88 R&R), and it was expected that EMD would be a primary bidder. It turns out that the "primary" bidders for the locomotives were all British firms, though GEC Transportation Projects is proposing a British-built Class 59 with EMD supplying the engines and certain other components. Though GEC is publicly maintaining that it is not just building "a Class 59 under license," there is little doubt that the locomotive will be the La Grange technology.

The other two bidders are offering interestingly different ap-

proaches. A traditional BR locomotive supplier, Brush Traction, of Loughborough (builder of the numerous Class 31, Class 47 and Class 56), is offering an a.c./d.c. unit with microprocessor control, separately excited traction motors and a "high-adhesion" truck (bogie). The prime mover will be a proven British four-cycle, eight-cylinder inline engine, either the Mirrlees MB275 or the Ruston 270. The Brush unit could probably be catagorized as a state-of-the-art conventional unit.

Metro-Cammell, best known as a builder of multiple-unit equipment, is proposing a three-phase a.c. drive using Brown-Boveri traction motors and control equipment with the same engine options as the Brush unit. This is the only "straight a.c." unit being offered and has the appeal of being "tomorrow's technology." The real question for Railfreight, however, is reliability, and the EMD unit has a strong advantage in that area. Working against it, however, is the slightly better fuel efficiency of the eight-cylinder British engines. The battle for the Class 60 is by no means over. The winning bid should be announced before summer of 1988.

Meanwhile, in February 1988 representatives of Foster Yeoman visited La Grange and placed an order for an additional Class 59. The unit will be built at La Grange, although no production date has yet been set.

CLEBURNE'S LAST In March 1988, the Santa Fe's Cleburne Shops in Texas will be closing. All future locomotive rebuilding will be done at the San Bernardino facility in southern California. The last locomotive to be remanufactured and outshopped was GP39-2R 3449, rebuilt from GP35 3652. The 3449 was outshopped on February 22 and was released for service on February 28 on train 315 bound for Temple, Texas. This brings the total to 50 GP39-2Rs from Cleburne. A unique feature of the 3449 and some of its sisters is that they contain a dual-headlight in the nose and the standard headlight over the cab windows. All future AT&SF locomotive rebuilds and new purchases will contain at least a headlight in the nose.

Cleburne is best remembered for the 233 CF7s remanufactured from aging AT&SF F-units between 1970 and 1978, many of which populate several short lines around the country. The cabs were remanufactured into "hood" units giving them a unique appearance. The entire fleet was numbered in reverse order 2649-2417.

SUPER BOWL SPECIALS The Santa Fe, Southern Pacific and the Union Pacific each ran "specials" for their top brass and invited guests to the Super Bowl football championship game in San Diego on January 31, 1988. The Santa Fe train, consisting of F45u 5998, a track inspection car, lounge 62, diner 61 and business car 58 departed Los Angeles Union Passenger Terminal at 9:00 a.m. and arrived in San Diego at 11:45 a.m. on the 31st.

The Southern Pacific put on quite a show coming out of Sacramento and into L.A. via Soledad Canyon with three of its newest GE B39-8s (8038/8037/8039) and an eleven car train. The consist included coaches 295, 298, 292, 290, 291/*The City of Angels*, 289/*Oregon*, 106/*Oakland*, 141/*Airslie*, 100/*Stanford* and the 140/*Sunset*. The Union Pacific enlisted the services of GP40Xs 93 and 91 down from Salt Lake City on the 30th with a consist of power car 206, staff cars *Cabarton*, 314, *Omaha*, *Wyoming* and recently rebuilt dome-observation-lounge car *Harriman*. Both the UP and SP trains terminated at LAUPT with their passengers bussed to the game on Sunday.

Several private cars, brought in by Amtrak, were also in San Diego for the Super Bowl festivities.

SOUTHERN PACIFIC GP60s The first of 20 GP60s for the SP began delivery in early February 1988. The units were built in the GMDD plant in London, Ontario, and then shipped dead on the CP/Soo connection to La Grange where they were "set up" for service. In four-unit sets they were then delivered to the Santa Fe and worked west (usually as the sole power on the train) from Corwith Yard to Kansas City, where they were handed over to the Cotton Belt. The new Geeps are numbered 9600-9619. Rated at 3838-h.p., the GP60s immediately impressed the SP by getting over the road faster than expected and surprising everybody by arriving at their destinations consistently ahead of schedule.

The Union Pacific's 25 SD60s (6060-6084), presently being delivered, are also being built in London and set up in La Grange. They are then worked west on the Chicago & North Western. The UP is taking delivery of 75 GE Dash-8 40Cs and has just placed a $112 million order for 75 more Dash-8 40Cs and 25 more SD60s, with delivery to begin in June and continue through December 1988. Regarding the big new GEs, a UP motive power man stated enthusiastically, "they're good horses . . . strong and fast."

Meanwhile, SP has leased three SD60s from EMD. Burlington Northern SD60s 8300-8302 (R&R October '87, page 59), painted BN "tiger stripe," were actually EMD demonstrators and test units, and since the BN has no other SD60s of its own (the Oakways are not BN units) it did not exercise its option to by the trio as they were likely to become roster orphans. EMD was happy to take them back late last year and add them to their lease fleet. Still in BN livery but minus lettering, the trio has been leased to the SP. Since the 8300 numbers would conflict with SP's SD40T-2s, they have reportedly been renumbered 300-302.

SPRINGFIELD TERMINAL Several important developments regarding the ongoing labor dispute at Guilford Transportation Industries (GTI) have occurred since our last report in the March '88 issue. The FRA has sued Guilford to collect $734,000 in fines that the agency has levied against the carrier since 1984. FRA Administrator John H. Riley said the fines stem from safety violations involving every aspect of operation, although he conceded that some of them were minor. The suit is the first of its kind in the 20-year history of the government's watchdog arm over the railroads.

"It is absolutely unprecedented that a carrier would flatly refuse to pay any of its fines, even one," Riley said. "They (Guilford) have gotten the rather humiliating distinction of being the first railroad ever to be sued by the agency to meet its safety obligations. They have refused to pay the fine or even discuss the issue. My tolerance for that kind of arrogance is rather low, so we sued them immediately."

Guilford said it "welcomes" the lawsuit because it believes that only the federal courts will provide a forum "which is free from political pressure and the prèssure of the unions" in which to argue their case. "Obviously the carrier has no intention of complying with any FRA instructions or agreements unless there's an inspector standing right over them watching," concluded Michael Maloof, general chairman of the United Transportation Union (UTU).

Separately, the UTU expected to appear before an arbitrator on March 2 to seek judgment on it charges that Guilford was unsafe at the time the strike began (mid-November) and that striking workers should be reinstated with back pay and seniority. A fact that seems to have been lost to some casual observers and perhaps some of the participants in the labor dispute is that the FRA does not have the authority to settle the strike. John Riley has pointed out that even if his agency were to declare a safety emergency on Guilford, although "there is presently no legally sustainable basis for the issuance of an emergency order," says Riley, it would not reflect the conditions that triggered the November 1987 walkout. "What both parties overlook is the fact that emergency orders are prospective—they relate to conditions that exist today . . . ," Riley wrote. In an unusual move, however, and speaking for himself and not the FRA, Riley has recommended to both sides avenues that he feels could lead to a settlement.

Guilford Chairman David A. Fink has expressed his view that the union should have pursued its safety complaints with the National Railway Adjustment Board (NRAB) in accordance with the Railway Safety Act. He maintains that the union walkout was illegal and that by failing to report for work, the strikers have resigned. The railroad had been willing since late December to re-hire some of the striking workers, but as new employees, relinquishing accumulated seniority.

What the parties do between the time of this writing and the time you read it will be crucial. The Interstate Commerce Commission (ICC) stepped into the foray on February 19, 1988, and ordered Guilford to negotiate with the UTU within the next 90 days or face binding arbitration. "We find that while GTI's (leasing) actions fall within the letter of our regulations, the manner in which GTI has proceeded in implementing them (Springfield Terminal) has undermined its credibility and has contributed to a loss of confidence in its

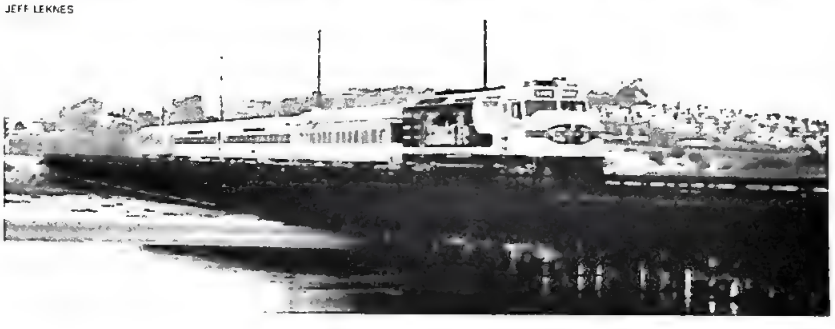
SOUTHERN PACIFIC GP60s 9600-9619 began arriving in February 1988. The 9600 and 9601 are shown (right) just east of Union Station in downtown Los Angeles with an eastbound Sea-Land assignment on February 27. In addition to 40 new GE B39-8s, the SP has picked up three SD60s on lease from EMD; the units are the former BN-painted EMD SD60 demonstrators 8300-8302.

CLEBURNE'S LAST remanufactured locomotive was GP39-2R 3449 (former GP35 3652), shown on February 19, 1988, prior to being released. By February 29, the well-known AT&SF rebuild shop in Texas had closed for good. All future rebuilding will be done at San Bernardino, California. Beginning with the GP39-2Rs, all new and rebuilt AT&SF diesels will have headlights moved or added to the short hood.

MARK A. BILINSKI

MIKE BLEDSOE

JEFF LEKNES



ELROND G. LAWRENCE

ELROND G. LAWRENCE

SUPER BOWL SPECIALS were run by three railroads in 1988. SP B39-8s and eleven cars from Sacramento (right) were seen L.A.-bound near Cable, Cal., on January 30. Only Santa Fe ran directly to San Diego, using F45u 5998 and four cars (above), shown southbound near Del Mar on Sunday. UP GP40Xs 93/91 ran into L.A. with seven cars; they are shown returning to Salt Lake on February 1 near Terrace Cut, California.

ability to provide adequate and efficient rail service in New England." Both the company and the union felt satisfied. In the meantime, GTI is continuing to hire replacement workers, betting heavily that it will not be ordered to give all of the strikers their jobs back.

Separately, Maine and Massachusetts legislators, alarmed that Guilford might try to sell of railroad right-of-way for non-rail uses, have drafted bills for consideration in their respective legislatures which would impose stiff tax penalties for selling key rail lines for real estate. Massachusetts Senator Micheal Barrett accused Guilford of actually attempting to do just that as a way of ducking maintenance expenses on an ex-B&M branch line in Watertown, Mass. Guilford denied the charge, saying it was not interested in closing down any lines unless they were hurting the company.

The Maine Paper Industry Council has petitioned the ICC for directed service by another carrier; however, the ICC reportedly has not given it active consideration as of this writing.

On January 26, the FBI concluded its investigation into the November 16, 1987, runaway of six unattended locomotives that attained speeds of up to 60 m.p.h. between Gardner and East Deerfield, Mass. The FBI said it found no evidence of vandalism or sabotage. Railroad workers felt justifiably exonerated. The next day, a cut of 48 freight cars meandered unattended downgrade from Gardner to Templeton, Mass., although they allegedly never exceeded track speed and came to a stop on their own without incident. It was speculated that the cold weather may have caused the brakes to release and that handbrakes were insufficiently set, or not set at all.

GTI may have to be careful to follow "the letter of the law" with its policies. However, the company's actions have now drawn such fire from shippers, employees, politicians and government agencies that it is clear the present situation won't continue much longer without breaking—GREG NAZAROW.

Tumbler to Tidewater

Coal hauling on the British Columbia Railway

by Bruce Van Sant

We are standing along a railroad track high in the mountains of the Pacific Northwest on a crisp, vivid September afternoon. The sky, which had been shrouded by clouds and snow flurries this morning has cleared out behind a steady northwest wind, leaving us in brilliant sunshine. To the south, a ridge rises gracefully, its peaks dusted with snow above the timberline. In front of us, a single track railroad clings to the mountainside, climbing at 1.2% out of a short tunnel.

A low rumble becomes audible above the constant rush of the wind. From within the tunnel the sound defines itself more clearly and the rail and overhead wire begin to sing. A piercing headlight is followed by the unmistakable contours an electric locomotive with its blowers howling. Two units urge from the tunnel, followed by 98 cars of freshly-mined coal. The sound swells again, and we respectfully step back to watch two more electrics hard at work behind the caboose. The helper engineer gives a cheerful wave and a toot on the horn as the train moves southward at a steady 25 m.p.h.

This could have been the Great Northern or Milwaukee Road a generation or two ago. But it wasn't. The motors weren't worn-out boxcabs or sleek Little Joes but brand-new 6000-h.p. cowl units built in 1983 emblazoned in the red, white and blue of the British Columbia Railway's Tumbler Ridge Subdivision. In the finest tradition of the Milwaukee and GN and N&W and Virginian, electrification has returned to a main line mountain railroad in North America.

British Columbia Railway's Tumbler Subdivision was built as part of the Province of British Columbia's $2.6 billion Northeast Coal Development, a project to promote the mining and export of coal from the upper reaches of the province. The new rail line, opened on November 2, 1983, is a strategic link in a 614-mile BCR and Canadian National route from tipple to tidewater. The first load of 88,000 tons of coal was shipped to Japan in December 1983, and the 10-millionth ton was shipped in April 1986.

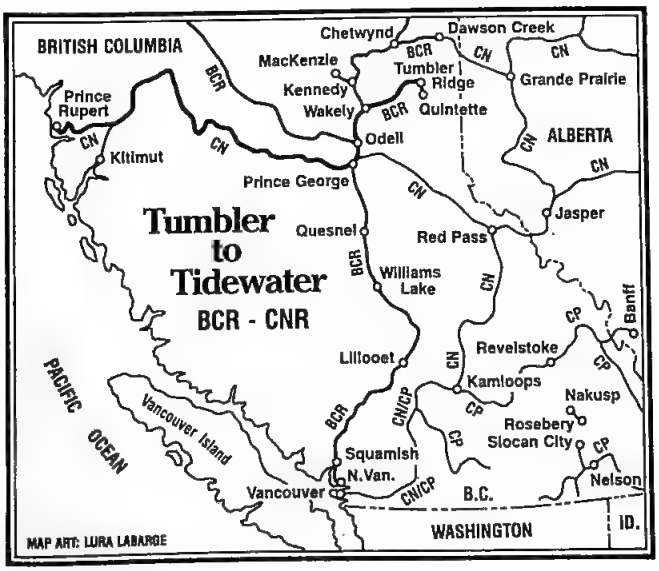
Coal from the line's two mines is hauled westward 86 miles under wire to Tacheeda, on the BCR's Chetwynd Subdivision main line, where diesels take over. The unit trains then head south 72 miles to Prince George, where they are handed off to the CN for the remaining 460 miles westward to the Pacific Ocean port city of Prince Rupert. At the new Ridley Island export facility, the coal is loaded into ships destined for steel mills in Japan. Nine trainsets of 98 hoppers each make up the Tumbler to Ridley Island coal fleet.

The Tumbler Ridge line is curving and rugged, crossing miles of uninhabited, unspoiled wilderness as it connects two mines near the town of Tumbler Ridge with the BCR Chetwynd Subdivision at Wakely, a timetable distance of

TUMBLER SUBDIVISION

TWO PHOTOS JOHN C. ILLMAN

MOTORS 6006 AND 6005 have just finished pulling their 98-car train through the Quintette loadout (left) on July 27, 1984, and are about to depart; the coal stockpile and conveyor from the mine pit are visible behind the 6006, though the loader is out of view to the left. After shoving 6006's train to the top of the grade, helpers 6003 and 6001 are drifting into 800-foot Tunnel 3.



82.3 miles (Wakely is Milepost 0.0). The line is single track with passing sidings at Table (MP 16.1), Whitford (MP 29.8), Wolverine (MP 48.4) and Tumbler (MP 61.6) as well as a wye at Wakely and loadout loops at the two mines, Teck (MP 69.6) and Quintette (MP 82.3). There are four tunnels: short ones at MP 49.6 (800 feet) and MP 53.5 (1200 feet), the 3.7-mile Wolverine Tunnel (MP 43.6/47.3) and the 5.6-mile Table Tunnel (MP 34.1/39.7). The Tumbler Subdivision is operated under manual block by the dispatcher in North Vancouver, and there are no signals on the line. Maximum authorized speed is 35 m.p.h. The ruling grades are 1.5% northward (empties) and 1.2% southward (loads).

The Tumbler Subdivision is electrified using modern high-voltage catenary, 50,000 volts a.c., single-phase 60-cycle

TWO ELECTRICS AND THREE CN SD40S LEAD EMPTIES FOR TECK LOADOUT DOWNGRADE AT MILEPOST 59 1. JUST WEST OF TUMBLER CAMP ON JULY 26, 1984

commercial power purchased from BC Hydro. It is one of only four such high voltage systems presently in service (the others are the Black Mesa & Lake Powell in Arizona, Deseret Western in Colorado/Utah, and the Saldanha-Sishen line in South Africa). The catenary system was designed by CP Consulting Services, along with Canac Consultants and Swederail Consulting, using largely Swedish technology. The entire line is fed by a single substation on Wolverine Mountain at MP 41.6 tied into BC Hydro. There's room for expansion, too; should the line be extended northward in the future, additional substations should not be necessary—one of the advantages of high catenary voltage.

The Tumbler Subdivision's motive power consists of seven GF6C electrics. These 6000-h.p. six-motor cowl units were built in 1983 by General Motors Diesel Division in London, Ontario, under GM's licensing agreement with ASEA of Sweden. They are direct descendants of EMD's demonstrator freight motors GM6C 1975 and GM10B 1976 and incorporate technology used in Amtrak's AEM7 passenger units. The Tumbler units have extended-range dynamic brakes and remote control equipment for use in loading at the mines. They normally operate in pairs with two sets in road service, one set kept as a helper and a single "swing" unit for normal shop maintenance rotation.

Geography

The focal point of the line is its east end. Here, near the townsite of Tumbler Ridge (established 1981) are two coal loadout loops. One is at Quintette (Milepost 82.3, the timetable "north" end of the line), at the foot of its namesake mountain, and Teck (MP 69.6). Both loadouts get coal from nearby surface mines, Quintette by conveyor and Teck by truck.

Starting westward from the loadouts (timetable southbound), the single track begins to climb as it heads away from civilization into the mountains. There's a brief level

JOHN C. ILLMAN

stretch along a valley floor at the Tumbler camp (MP 61), home of the Tumbler section foreman. The ascent then resumes in earnest. On a steady 1.2% grade, the main clings to mountainsides for mile after wilderness mile, passing through short tunnels at MP 53.5 (where we began this story) and MP 49.6 near Wolverine. Passing the siding and camp train at Wolverine, the railway makes a sweeping left-hand bend and dives into the side of Wolverine Mountain at MP 47.3. This 3.7-mile almost-arrow-straight tunnel positively reeks with the smell of sulphur and natural gas, hence its nickname, "Old Stinky." The bizarre chemistry has been poison to metals so far, and the BCR MofW forces are constantly watching the catenary in the tunnel for signs of corrosion.

The climb continues exiting the tunnel into the Sukunka Valley, then passing the substation at MP 41.6, also site of the line's only phase break. Two miles later the main ducks into Table Tunnel, 5.5 miles in length. This bore leaks profusely; near the east portal water can sometimes be over the railhead, and gushers from drainpipes further in often spray across the track, earning the nickname "Car Wash" from crews. Just short of the west portal comes the marker denoting the summit, elevation 3803 feet, the highest point in active electrified territory in the continent. From this point the elevation drops steadily past the siding at Whitford, leveling off at Table for the final 15 miles to Wakely and the junction with the Chetwynd Subdivision.

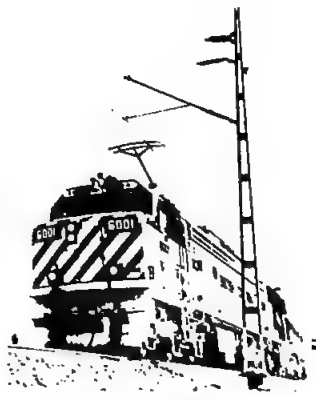
Logistics of the Tumbler Sub

The Tumbler Ridge line, and indeed the town of Tumbler Ridge itself, has quite literally sprung up out of the wilderness in record time. After the coal leases were awarded to the two mining concerns, Quintette Coal Ltd. and the Teck Corporation, it was only 23 months from when construction began in December 1981 to the first train's run (behind diesels) on November 1, 1983. Catenary construction was completed in the spring of 1984, and the Tumbler Subdivision officially opened for full electric operation on June 7, 1984. BC Rail's cost so far: $573 million (Canadian).

Why electrify, though? Several reasons; firstly, economics. Using electric traction enabled BCR engineers to use the shortest route through the mountains, including the two long tunnels, which would have required $15 million in ventilation equipment to handle full-time diesel operation. Had a more circuitous route been used to avoid tunneling, there would have been additional expense for cutting, filling and snowsheds instead.

Further, the Tumbler Ridge traffic base (heavy, 14,000+ ton unit coal trains, operating roughly four times daily) is perfectly suited to electrification with its high tonnage and density. And the traffic is stable, to boot, since the coal contracts run through the year 2000 for Quintette alone. Add in expected lower maintenance costs for electrics versus diesels, and the pendulum begins to swing. Also, the motors use a plentiful domestic energy source (hydroelectric power) rather than a volatile foreign-based one (diesel fuel) whose price and supply levels tend to fluctuate. The biggest bugaboo is, of course, the higher initial costs of electrification: catenary structures and locomotives. Fortunately, the provincial and federal governments kicked in grants totaling $10 million toward the project, making the idea of electrifying financially feasible.

For the railfan, the Tumbler Subdivision is a wonderful wilderness challenge. It is a new and colorful operation that embodies the hope of tomorrow at a time when the rest of the North American rail system seems to be trying to get rid of yesterday. Just stand in the crisp night air at the Quintette loadout on a clear, cold night and watch the Northern Lights playing across the star-speckled sky. Listen to the blowers of a pair of massive motors as they ease the hoppers through the distant loader. A pusher set arrives. The drama is about to begin. Night is for the observer. We'll worry about the cameras tomorrow (after one quick night shot, of course).



Railfanning the BCR Electrics

by Greg Nazarow

In a spot that was nothing but wilderness prior to 1981, the municipality of Tumbler Ridge now boasts a population exceeding 5,000. Located 420 miles north of Vancouver and 380 miles inland from the Pacific coast on a latitude about the same as the southern tip of Alaska, it boasts of being "The Newest Town in Canada." First-time visitors are usually surprised to see a pristine community of paved streets, sidewalks, restaurants and permanent housing. Since hardly anyone has been born at Tumbler Ridge, its residents trace their origins to all points of Canada, from nearby in B.C. clear to Nova Scotia.

Tumbler Ridge is a modern day frontier town, serving the coal mines and the railroad that ties them to the outside world. Because of the remoteness of the territory, anyone planning to observe and photograph the colorful British Columbia Railway electrics will almost by necessity become acquainted with Tumbler Ridge. The railroading, the scenery and the community will make for an unusual and rewarding experience for the adventurous.

Two coal loadouts (presently the only loading facilities on the BCR Tumbler Subdivision) are located near the townsite. The Bullmoose Mine is served by Teck loadout at Milepost 69.6. Coal from the surface mine is trucked to Teck for loading into railroad cars. Quintette Coal Limited has an even larger, more impressive facility at the end of track at Quintette, Milepost 82.3. Here coal is brought down from the open pits on the mountainside by a conveyor system.

Both loadouts can be driven to, and you can also drive to the Bullmoose Mine. The paved access road to Bullmoose diverges westward from Highway 29 a few miles north of the townsite, though this road will not get you near the track. From a photographic standpoint, the Teck loadout is much easier to reach and provides more photo possibilities. It is easily spotted just north of the enginehouse at Murray. The access road will be obvious; it continues past the Teck loadout to provide access to the railroad all the way to Wolverine Tunnel. Be careful to leave your car out of the way of the trucks and outside of the balloon loop. You will want to be alert for any impending loading activity at Teck. It takes anywhere from three hours to a couple of days to load a 98-car train, depending upon the amount of coal already in the silos. You do not want to have your car marooned for hours on the wrong side of the track!

GREG NAZAROW

TUMBLER SUBDIVISION

JOHN C. ILLMAN

MOTOR 6001 departed Tacheeda (left) in September 1987 by shoving its empty train north along the main line to the wye at Wakely. On July 27, 1984, 6001/6003 (above) were helpers on a southbound at Wolverine as 6004 passed with inbound empties.

Quintette is a larger operation, fenced in and patrolled by security. You can get some shots of trains being loaded without venturing onto the property, but there are better places to photograph that are less trouble. I was told that Quintette offers tours on weekends during the summer and will provide an escort upon reasonable request for visitors wishing to enter the property. Drive into the parking lot and make inquiry at the guard station. I would recommend driving up to Quintette even if there isn't a train being loaded; it is an impressive, modern facility. Quintette can be reached simply by driving the main highway southward past the Tumbler Ridge townsite and following the signs. It is good highway all the way to the gate.

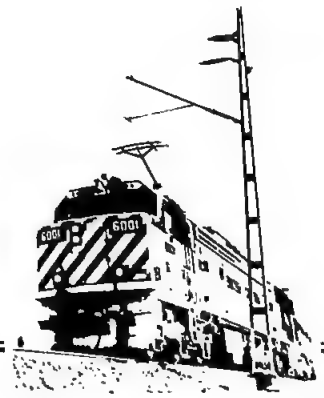
To photograph the Tumbler Sub, one must be prepared for the line's inaccessability. There is no such thing as "chasing" a train here. You can get into the west end of the railroad and its junction with the BCR main line rather easily off Highway 97 near Tacheeda, and you can reach the east end through Tumbler Ridge. But getting between the two requires a roundabout drive on Highway 97 (the famous "Cariboo Road") through Chetwynd. Highway 29 south to Tumbler Ridge diverges from Highway 97 about one mile east of downtown Chetwynd. This modern highway is extremely scenic. There is also an improved gravel road between Dawson Creek and Tumbler Ridge, which you might consider if you are coming in from Alberta. The segment of the railroad in the Sukunka Valley between Table and Wolverine Tunnels is accessible via a dirt road along the Sukunka River from Highway 97 below Chetwynd, but it's a long way in and the only way out.

Photographers take note: Bring all the film you need from home. If you do find yourself short, get more at People's Drug in downtown Chetwynd or the camera store at the mall in Dawson Creek. They are the only places you'll find camera stuff for hundreds of miles in any direction. Prices are reasonable.

A word about gasoline: U.S. residents are accustomed to rather low gas prices, so Canadian gasoline prices are a bit of a shock. In western Canada, however, prices are more moderate than in the east. In September 1987 prices ranged from $1.62 a gallon in Dawson Creek to $1.96 a gallon in Prince George (Canadian dollars). One might theorize that gas is more expensive as you go north, away from population centers, but this isn't so. Gas is most expensive in Vancouver, along the southern tier and in the Prince George area. It's cheapest in and near Alberta, and moderate everywhere else. Of course, this could change at any time.

Operations

Train operations on the Tumbler Sub are contingent upon how the CN is running out of Prince George, even though BC Rail is the originating carrier. Crews



are called at Tumbler Ridge only when the dispatcher knows that the CN connection is under way. The CN brings the empty trains inland from the coal port of Ridley Island at Prince Rupert to the BCR at Prince George. BCR crews take the empty trains off the CN at "Prince" and run them with the CN power up the Chetwynd Subdivision 73 miles to Tacheeda. Highway 97 follows the line fairly well, especially north of Odell (about 30 miles north of Prince George).

Odell, incidentally, is the junction with the Stuart Sub, BCR's erstwhile rail route to Alaska, which is operated as far as Fort St. James. Odell is not a town but merely a railroad junction in the trees, identified at the highway be a small sign reading "BCR Odell," on the left when northbound. You can drive in. Many trains tie up at Odell temporarily, and it is a busy work camp. The coal trains just roar through, though meets at Odell are common.

The diesel-powered northbound empty and the electric-powered southbound loaded train will close on each other for a meet on the main line at Tacheeda. The timing of their arrival there is remarkable. If a Tumbler Sub crew is called too early, there is nothing for them to do at Tacheeda but wait. If there were no CN train waiting for them, the only alternatives would be to wastefully run the electrics back light or "can" the crew and take them on one hell of a taxi ride back around to Tumbler Ridge, which takes over five hours.

The latest operating scenario is different from what was done during my previous visit in May 1986. The southbound electrics will cut off from their train, run ahead past the waiting CN empty which is facing them at Tacheeda and grab the inbound caboose. Meanwhile, the CN power will pull north and tie onto the loads, becoming the southbound. The electrics will run back, tack the caboose onto the *north* end of the empties and then return to the south end of the empty train and tie on. At this point, the CN power will depart southward with the loaded train. After the southbound loads clear Tacheeda, the electrics, now with a southward-facing empty train, will back the whole shebang around the wye at Wakely and then head eastward for either Teck or Quintette. A trip over the line takes 3½ to four hours. You can expect two to three round trips every 24 hours, seven days a week except national holidays.

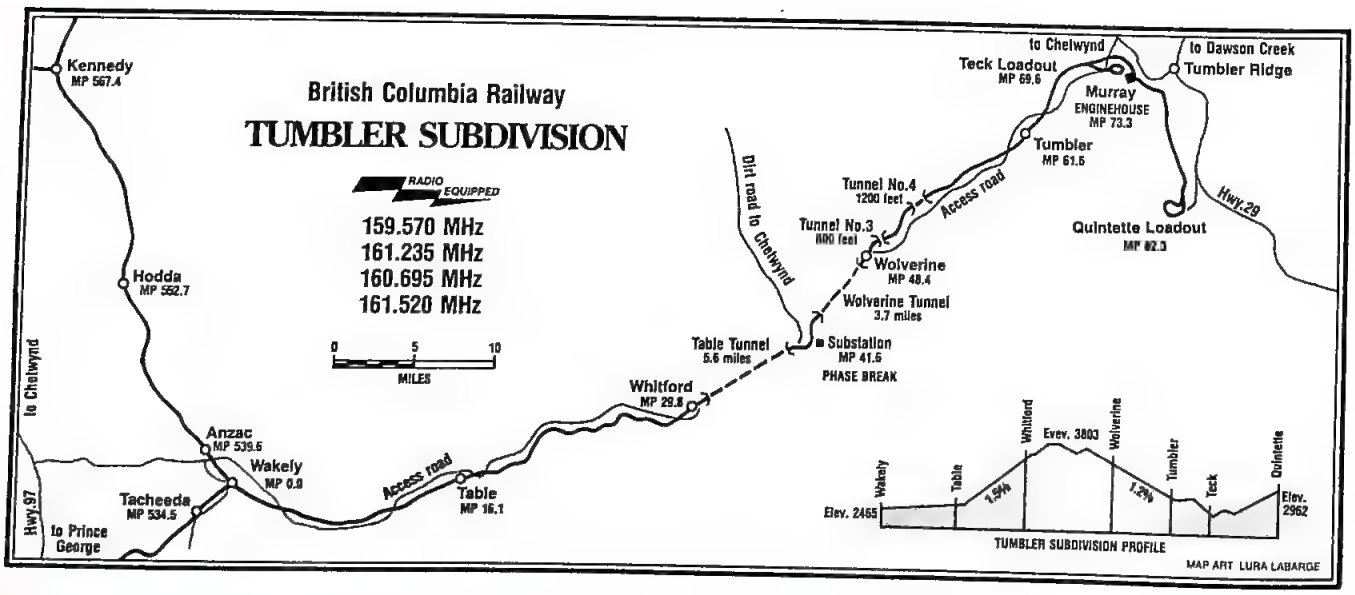
The Tumbler Subdivision's Overhead Contact System (OCS) is divided by a phase break at Milepost 41.6 into two separate segments, either of which can be independently de-energized for maintenance or repair. Occasionally, this will necessitate partial diesel operation. Sometimes the diesel-to-electric swap will be made at Table Siding (MP 16) instead of Tacheeda for this reason or if the empties from the CN at Prince George are expected to arrive Tacheeda well ahead of the electrics bringing down the loads. Listen to your scanner for word of such changes.

To get full utilization from the electrics, BC Rail will probably have to extend electrification south to Prince George. According to railway spokesman Jerry Collins, this isn't likely to occur soon. Extending the wire is "not a priority," at least for the next five years. Ditto for a possible extension of the Tumbler Sub beyond Quintette in the coalfields; with oil still cheap, no one is rushing to open new coal reserves.

JOHN C. ILLMAN

The railway is currently spending most of its capital investment dollars on track improvements, including welded rail.

When asked about the reliability of the 50-kv catenary in the winter, crews told me that there are no serious problems. The line draws commercial single-phase, 60-cycle power from BC Hydro, sent over a transmission line to Tumbler Ridge from the Peace River valley to the north. This power line also serves



TECK LOADOUT towers in the background as two GF6C motors and three CN SD40s ease the 98-car train through the silo at 1½ m.p.h. on July 26, 1984. The diesels are in the consist because trackwork has the overhead power cut off on a portion of the line; note the pantographs are down. This same train is shown inbound under power on page 34.

the coal mines. Only one substation, located near Teck, is needed for the railroad.

When everything is operating normally, the cabs of the seven GF6C 6000-h.p. electric locomotives are toasty warm. But if the power should fail at 60° below, "these tin cans will freeze right up, and us with 'em," noted one engineer. A portable electric generator is kept on board each unit to keep man and machine "half warm" until help arrives or the wire is re-energized. "If all else fails, we know we could coast from Wolverine all the way to the enginehouse," chuckled the crew on the pushers. "The air lines on these things are nice and tight." Needless to say, such action would be a last resort.

With a sustained 1.2% grade from the old Tumbler camp at MP 61.6 to the west portal of Wolverine Tunnel at MP 43.6, every train gets a pair of pusher units right from the loadout to the top of the grade. The pushers then return light to the enginehouse at Murray. Therefore, if you see no units at the enginehouse it's a fair bet that a train is on the road or about to get underway from one of the loadouts.

Listen to your scanner, as all BCR trains obtain a block clearance authority by radio from the dispatcher at North Vancouver before they leave a terminal. Listening to this block clearance will inform you of engine number, direction, departure time, known meets and other restrictions, if any, and of course the train's present location. Some of this will change with the first phase of implementation of a state-of-the-art dispatching system in 1988. Incidentally, although the Tumbler Sub is geographically oriented east-west, it is considered a north-south railroad on the timetable with Wakely on the south end and Quintette on the north.

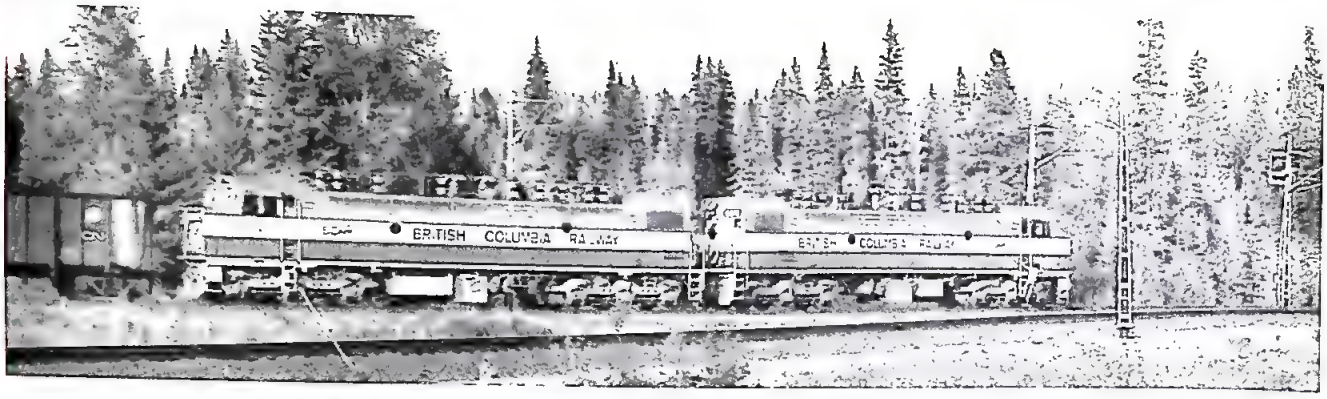
Photographing the west end

If you plan to spend some time on the west end of the Tumbler, consider checking into the motel at Bear Lake on your way north from Prince George. It's small and fills quickly, so don't wait until the end of the day. It's the *only* accommodation in the area. Otherwise, you are forced back to Prince or north to Mackenzie. There is also a campground in the area. Get gas here, too, if you need it. Don't venture into the wilderness without a full tank.

Near the 520 mile, (the BCR main is measured from North Vancouver to Ft. Nelson; "North Van" is MP 0.0) the railroad diverges eastward from the highway, and at this point a gravel road goes to the right across the railroad and into the forest. The road is well-marked with signs for the "Tumbler Ridge Branch Line" and is easy to locate. At this point, you must decide whether or not to drive in on the 15-mile gravel logging/forest access road that leads to Tacheeda, where the wire begins. An ordinary passenger automobile in good condition will make it easily in the fair weather months. The surface is better than many paved New England roads with which I contend daily. I would not, however, attempt the road with a large camper or a trailer. Although the road is graded regularly, watch for muddy spots and plugged culverts in wet weather. If there is no log hauling going on, a conspicuous sign will be posted to that effect and driving the road is completely safe. If, however, hauling is in progress, tune your scanner to 152.93 MHz and keep your eyes open. There is a 3-km stretch of narrow canyon in there with blind curves, and your car stands no chance there if you meet a truck. Always drive with your headlights on.

It is my opinion that good photo

GREG NAZAROW



ON THE NORTH LEG of the wye at Wakely, the 6001/6002 have an empty train headed east for Teck in September 1987. The 6006/6005 had a loaded train on the Murray River bridge (right) at MP 74.5 on July 27, 1984. While there is no passenger service on the Tumbler Sub, a fantrip toured the line with three RDCs, shown (below) at the east end of Wolverine Tunnel on September 18, 1987.

spots are more readily available at this end of the line than at the east end. Also, you can photograph the power swap at Tacheeda. It seems that trains are usually leaving the loaders in the morning, and that is the wrong direction for the summer sun, so you need an inbound (northbound) empty at the Tumbler Ridge end. In the afternoon, the sun gets quickly behind the mountains, and the stretch along the highway near the enginehouse at Murray is totally in shadow.

You can drive all the way to Table Tunnel at MP 34 using the railroad access road. To do this, continue past the Tacheeda camp to the wye at Wakely. Drive through the wye. Take your next right, over the bridge, and you're on your way. You'll see the track in a couple of miles. The road is rough in places, but once you've come that far you might as well continue.

Oh yes, watch out for bears. You will be in a wonderful quiet habitat for wildlife. While trackside in early September 1987 near the 4-mile, a large black bear came out of the woods with his tripod to see if I had a good photo spot. That was neither the first nor last bear I've seen up there. Black bears are not likely to bother you unless they're surprised, injured or have cubs. Just keep your distance. I carry a miniature cowbell and ring it regularly. It draws the bear's attention so he can get your scent. This may sound like you're calling the bear to dinner, but bears can't see worth a damn and you are better off warning them of your presence. If you see a grizzly, however, pack up your stuff as quickly as you can and get to the safety of your car. In an emergency, climb a tree.

At 0700 and 1230 hours (7:00 a.m. and 12:30 p.m.), be at your scanner with pen and paper. The dispatcher will activate his repeater towers as signaled by a series of melodic tones and proceed to give the train lineup for the Chetwynd, Stuart and Tumbler Subs and the Mackenzie Spur. Copying this data will help you be in the right place at the right time. I sometimes tape recorded it, too, if I had a train nearby, so I could take my photos and listen to the lineup later. A tape recording can also help you identify your photos back home. Be advised that BC Rail now uses four frequencies for train operations: 159.570 and 161.235 south of Lillooet, and 160.695 and 161.520 north of there. Scan all of them.

The east end

For you who wish to spend some time at Tumbler Ridge, modern accommodations are available, believe it or not. The Tumbler Ridge Inn is the only game in town, but it's modern and comfortable. Rates were $45/double and $42/single, which is about 30% more than compara-

JOHN C. ILLMAN

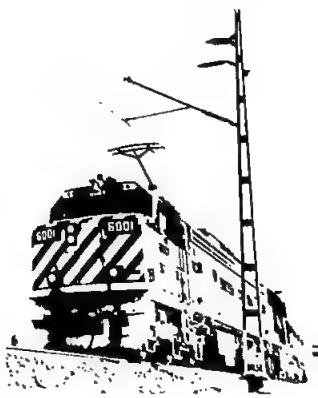
JOHN C. ILLMAN

ble accommodations at Chetwynd. But hey, that's a 120-mile round trip. Kitchen units are available, too. Their phone is 604/242-4277. There is also a modern campground at Tumbler Ridge with 40 pads, fresh water and sanitary hookups. In Chetwynd, I can recommend the Stagecoach Inn on Highway 97. Single rates are about $32; the BC Rail main runs about 500 feet behind the place, but there are usually no trains at night. Breakfast is available early in a restaurant on the premises. Their phone is 604/788-9666. Other, more spartan accommodations are available in town for less.

The frontier spirit

What's it like to work on the Tumbler Sub? I found the men to be thoroughly professional railroaders in every respect. Some have the same legitimate gripes that most train crews do about the unpredictability of call times, etc., but morale on the Tumbler Sub is high, as it is everywhere on BC Rail. The people out in the field feel that the railroad has missed some opportunities, in their eyes, but is clearly a winner. The BCR is the only major North American line that is still expanding. Work on the Tumbler Sub is routine—same motive power, same type of trains, same switching (or lack thereof), same operating scenario every day and night. Yet despite this and the obvious isolation, Tumbler Sub jobs are sought-after and pay well. The crews also enjoy what must be the finest bunkhouse on the system, located at Tumbler Ridge. Local building codes place strict requirements on building appearance and construction, and the crews have benefited. The building has been named the MacDonald Lodge, dedicated to P.A. (Archie) MacDonald who was BC Rail's V.P. of Industrial Relations from 1980 until his untimely demise four years later. It is rare nowadays to hear union railroaders speak so fondly of a man who sat opposite their own negotiators at the bargaining table. (BC Rail's employees are represented by a Canadian union, not one of the international unions which represent most of North America's railroaders.) Mr. MacDonald made positive things happen where others had not been as successful because he was respected by both labor and management and balanced an attentive ear for the concerns of the bargaining unit with the economic realities facing the company. Too bad railroading doesn't have more like him.

Do avail yourself of the experience of Tumbler and as much of the rest of the railroad as you can. British Columbia's wonderful scenery and numerous tourist attractions and campgrounds make the province an outstanding vacation spot. Students of railroad transportation will find lessons to learn here about how government and private initiative can combine to run a prosperous, useful railroad.



Red River

KYLE BREHM

Until 11:59 p.m. of July 18, 1987, North Dakota had but two large railroads, the Burlington Northern and Soo Line. At midnight, however, the new Red River Valley & Western became the state's third largest railroad by taking over some 315 miles of Burlington Northern branch trackage. Nestled in the southeastern corner of the state, the lines were comprised of former Northern Pacific branches along with a short segment of the old Great Northern. This new "short line" grew by an additional 334 miles on August 29th when it acquired the ex-NP branches north of LaMoure and Jamestown, reaching long fingers deep into grain-growing countryside. Altogether, the RRV&W now operates more than 650 miles of line, about 30% of the 2000 miles of branch lines BN owned in North Dakota before the takeover. Ten maroon and gold CF7s cover the road's motive power requirements.

JUST TWO WEEKS before the RRV&W took over the line, Burlington Northern home-chopped ex-GN GP7u 1402 had the Oakes Local at Mooreton, N.D., alongside Southeast Grain's NW2 9534 on July 5, 1987. On the RRV&W's second day of operation, July 20, the crew was waiting (top) for a car to be loaded at Verona. The 300 (right) was at Maddock enroute to Esmond on October 12.

Valley & Western

by Charles Bohi and Les Kozma

With virtually all of its trackage in North Dakota, the RRV&W has its corporate office in Wahpeton, while operating headquarters is just across the Red River in Breckenridge, Minnesota, the connection with the old Great Northern main line from the Twin Cities. The former Northern Pacific's rival main line cuts directly through the RRV&W's territory on an east-west slice from Fargo through Jamestown to Bismarck. All, of course, became Burlington Northern in 1970.

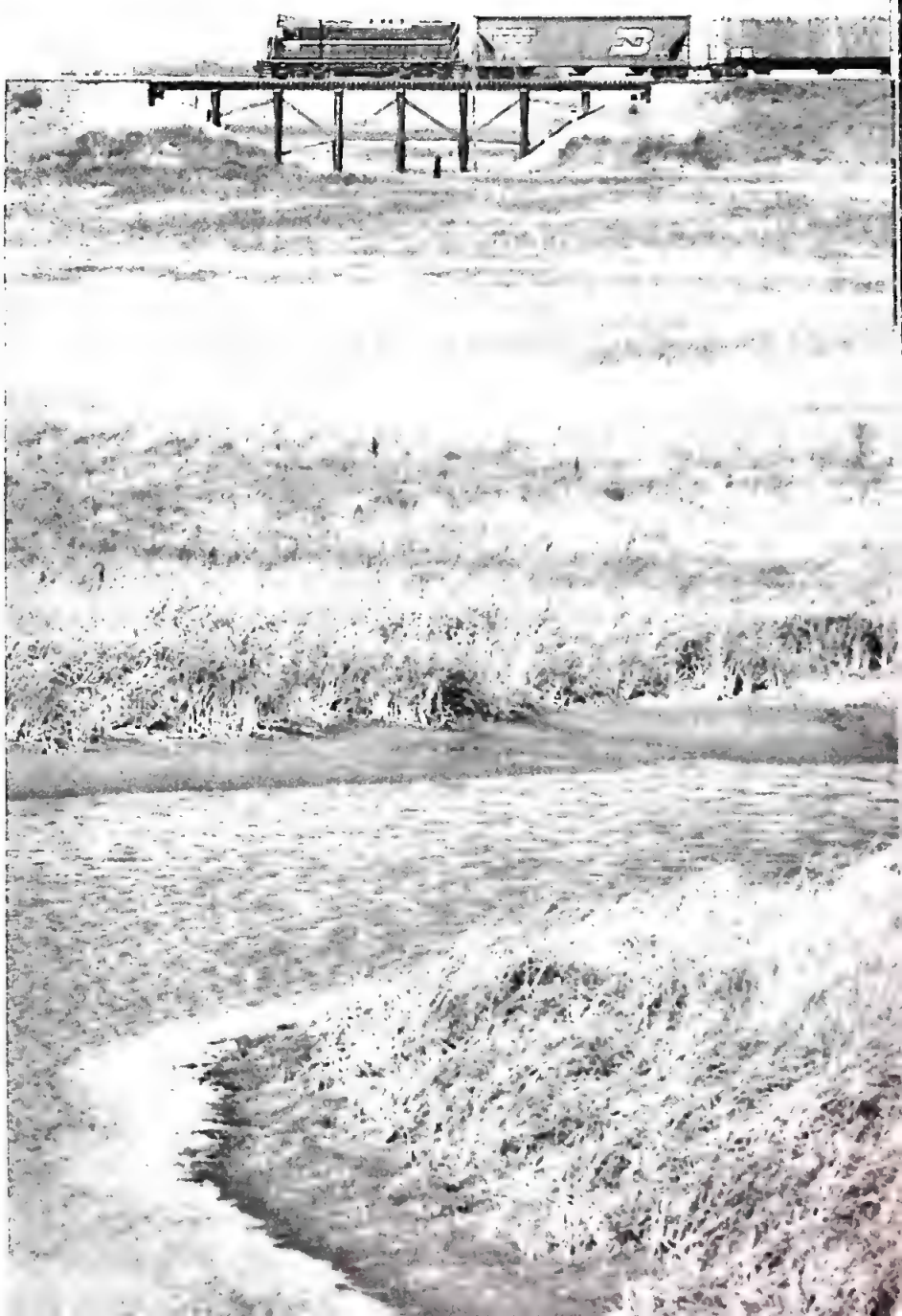
While traveling the prairies early last July exploring the grain country branches of the C&NW and Soo Line (January and April '88 R&R), we were able to observe the North Dakota lines in their last days of BN operation. Having existed in relative obscurity throughout their entire history, these lines enjoyed a brief moment in the limelight when William D. Middleton chronicled the NP's branch line gas-electrics in the May 1961 *Trains* Magazine. By the 1980s the doodlebugs were long gone and the lines were almost entirely dependent on grain shipments originating at on-line elevators. Operated on an "as needed" basis by the BN, crews from Dilworth (Fargo), N.D.; Breckenridge, Minn., and Jamestown, N.D., serviced these lines. On some branches only one train a week was being run.

As part of BN's ongoing policy to divest itself of marginally-profitable lines into the hands of short line operators who could benefit from more liberal work rules, the grain branches were sold to a group of Chicago investors and operated under President Thomas G. Kotnour, formerly of the BN mechanical department. As with other BN spin-offs (such as the former-Frisco lines that became the Arkansas & Missouri) the grain branches were not money-losers but were merely "low profit" lines for the BN. With local management and smaller, more flexible train crews, the short line could increase productivity and achieve financial viability while providing improved service.

To power the new railway, ten ex-Santa Fe CF7s were acquired under a lease-purchase arrangement from National Railway Equipment Supply of Chicago. Unlike the shabby cast-offs of some newly-formed railroads, the RRV&W started off with units delivered onto the property already repainted in an attractive deep maroon and gold livery with 300-series numbers. Six of the units are based at Breckenridge (operating hub of the southern lines), while four are assigned to Carrington for the lines north of Jamestown.

The traffic patterns on the RRV&W are heavily influenced by the delivery of empty cars by the BN. In today's market, grain is no longer such a highly seasonal commodity, and shipments are made throughout the year. On the south end, there are two regular jobs which each run about twice a week. The "Edgeley Turn" is usually called about 4:00 p.m. on Sunday at Breckenridge to work west to Oakes, LaMoure and Edgeley. After laying over at Edgeley, the job would go back to work Monday evening and arrive home early Tuesday.

KYLE BREHM



CHARLES BOHI

THREE GEEPS have a BN grain train dropping into the Sheyenne River valley westbound toward Lisbon on the old Fargo & Southwestern on July 12, 1987. Until the RRV&W came into being on July 18, 1987, the only railroads in North Dakota were the BN and Soo plus a branch of the Dakota, Minnesota & Eastern (ex-C&NW) into Oakes.

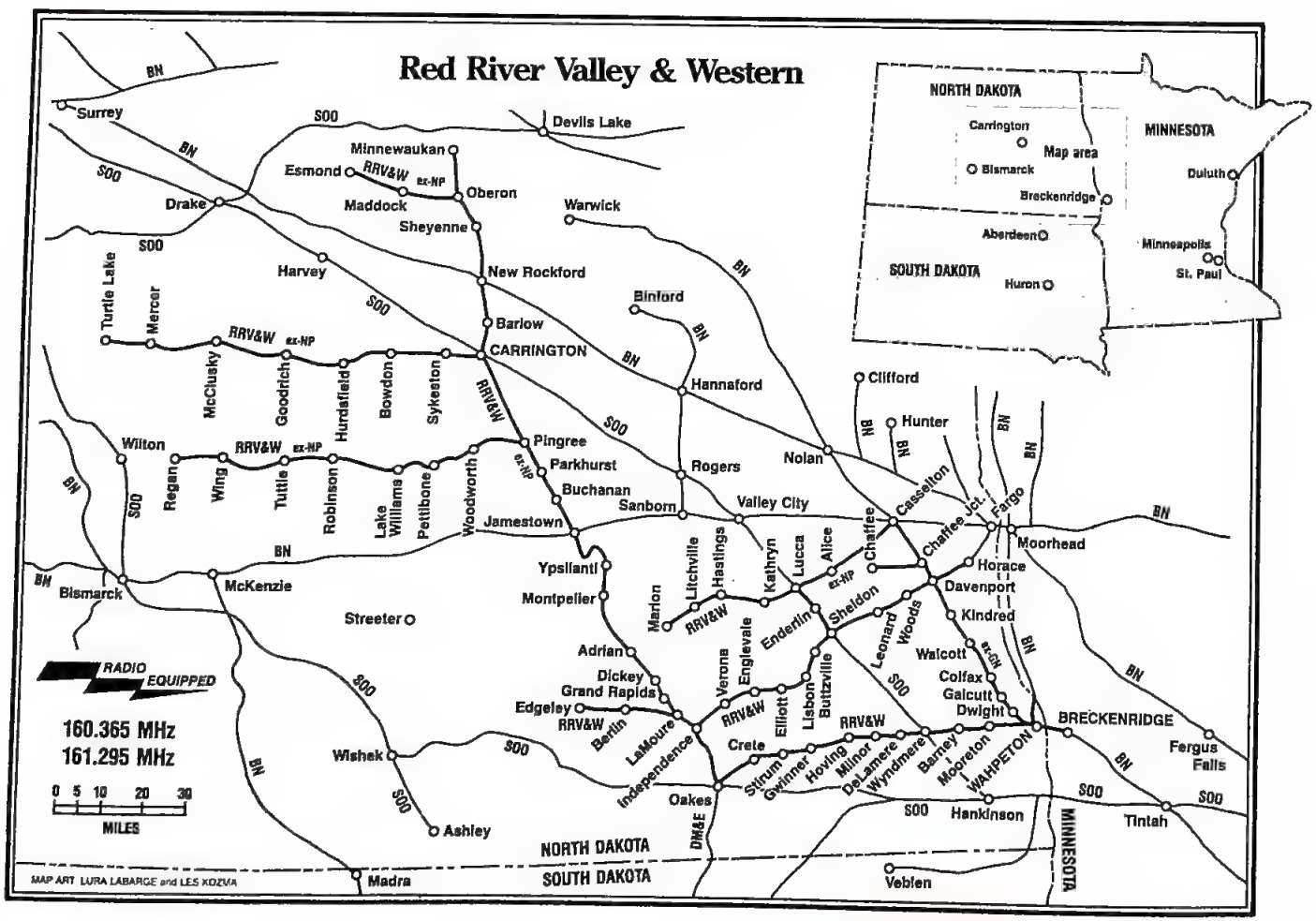
A similar trip would be made later in the week.

The "Marion Turn" is usually called at Breckenridge on Monday at 4:00 p.m. to take the former-GN line north to Davenport to work the Chaffee spur before heading west to Sheldon and operating over ex-BN trackage rights on the Soo Line north to Lucca. It would then work the Casselton-Marion line as needed, laying over and returning the next day. Like the Edgeley job, it usually works twice a week.

On the north end, a daily job works between Carrington and Jamestown, with all the rest of the lines served as required by traffic, usually as turns to a specific customer with a unit train. As they say at headquarters, "When we get the cars, we run the trains." And business has been pretty good.

The railroad operates in interesting prairieland settings. Especially promising photo locations can be found around Kathryn, where the line from Casselton to Marion works its way through the Sheyenne River Valley; at Lisbon, where the same river is crossed by the line from Davenport to Edgeley; and at LaMoure, where that line crosses the James River. Between Oaks and Jamestown the RRV&W is in the deep James River valley, and bridges over that river near Ypsilanti and Montpelier are worth a stop. North of Jamestown the lines to Regan and Turtle Lake both penetrate the *Coteau du Missouri* hills in a curving, cut-and-fill alignment which provides good photo opportunities.

Generally excellent paralleling roads and a top train speed of 30 m.p.h. make chasing along the new railway a pleasant task. Because operations on these lines can vary greatly, however, it is hard to predict when a particular branch will be running. Employees at Breckenridge and Carrington will, within the limits of time, usually cooperate with responsible railfans. With this help, finding the elusive CF7s should not prove difficult.



EVERETT N. YOUNG

DEEP IN THE APPALACHIAN coalfields, L&N U28C 1529, SD40 1247 and SCL SD45-2 2051 have a 58-car coal train eastbound over the twin Bull Creek trestles on the N&W just west of St. Paul, Virginia, on November 20, 1977. From St. Paul, the Clinchfield will take the coal to Carolina power plants.

Photo Line

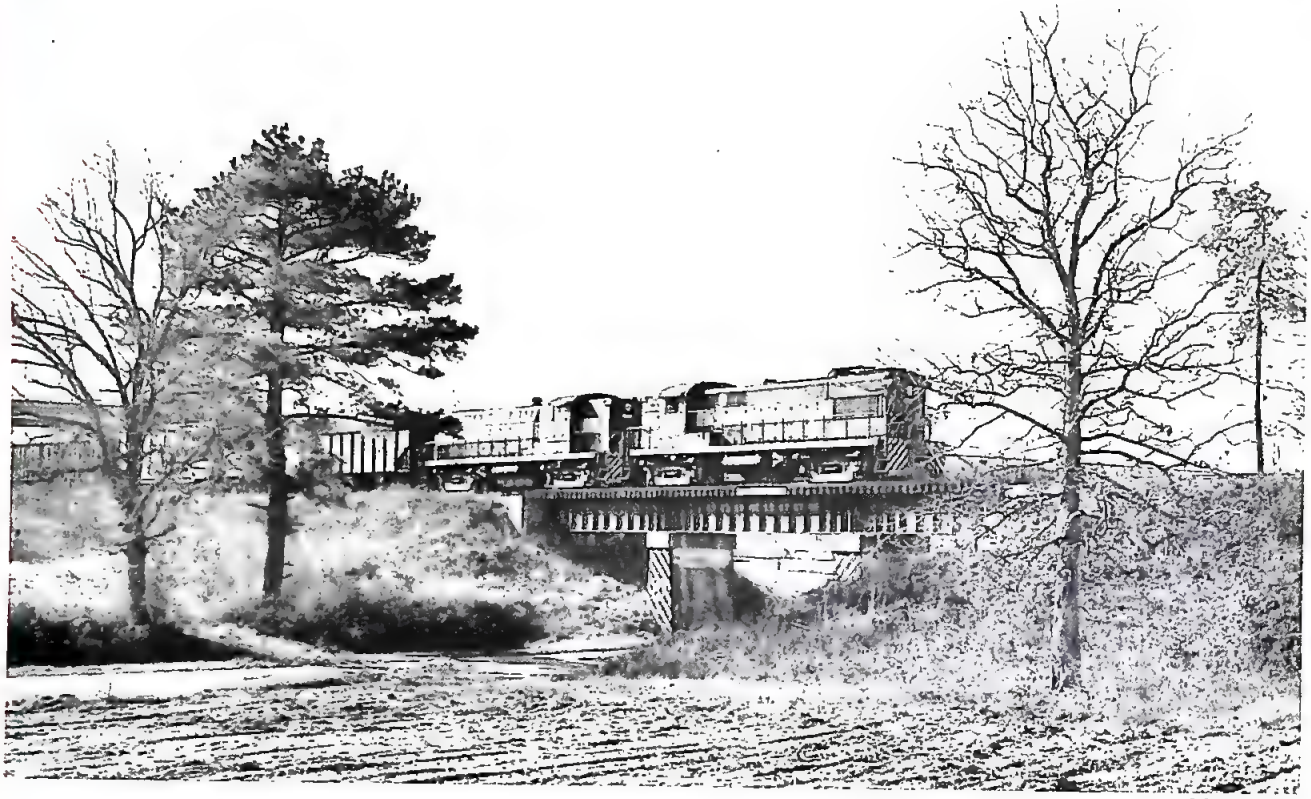
READING COMPANY BRUCE G. SAYLOR COLLECTION

PACIFICS AND PASSENGER TRAINS served most of America in the steam era. Here are three similar trains that show the character of different regions of the country. Reading's 80-inch drivered G-1sa 121 has an afternoon express out of Pottsville, Pa., romping through Leesport, just north of Reading, in the late 1920s (this 4×5 negative was salvaged from a Reading Company trash bin when the Claims Department was cleaning house). Virginian PA 4-6-2 213 (below) has the three cars of Roanoke-bound No.2 working uphill under the wires from Mullens toward Princeton crossing over the N&W's Wenonah branch at Matoaka, W.Va., on August 18, 1953. Texas & Pacific 704 (bottom right) was rolling into Bunkie, Louisiana, in 1940 with the New Orleans-bound No.24, the *Texas-Colorado Limited*. That wooden combine at right is mixed train No.85 from Melville via Longbridge bound for Eunice after connecting with No.24.

ELMER TRELOAR

Photo Line

ED ROBINSON



CURT TILLOTSON, JR

DURHAM & SOUTHERN black and white Baldwin DRS4-4-1500s 362 and 363 have 27 cars in tow headed from Dunn into Apex, N.C., at midday on December 28, 1972. Here at Apex is interchange with Seaboard and Norfolk Southern. D&S merged into SCL in 1977.

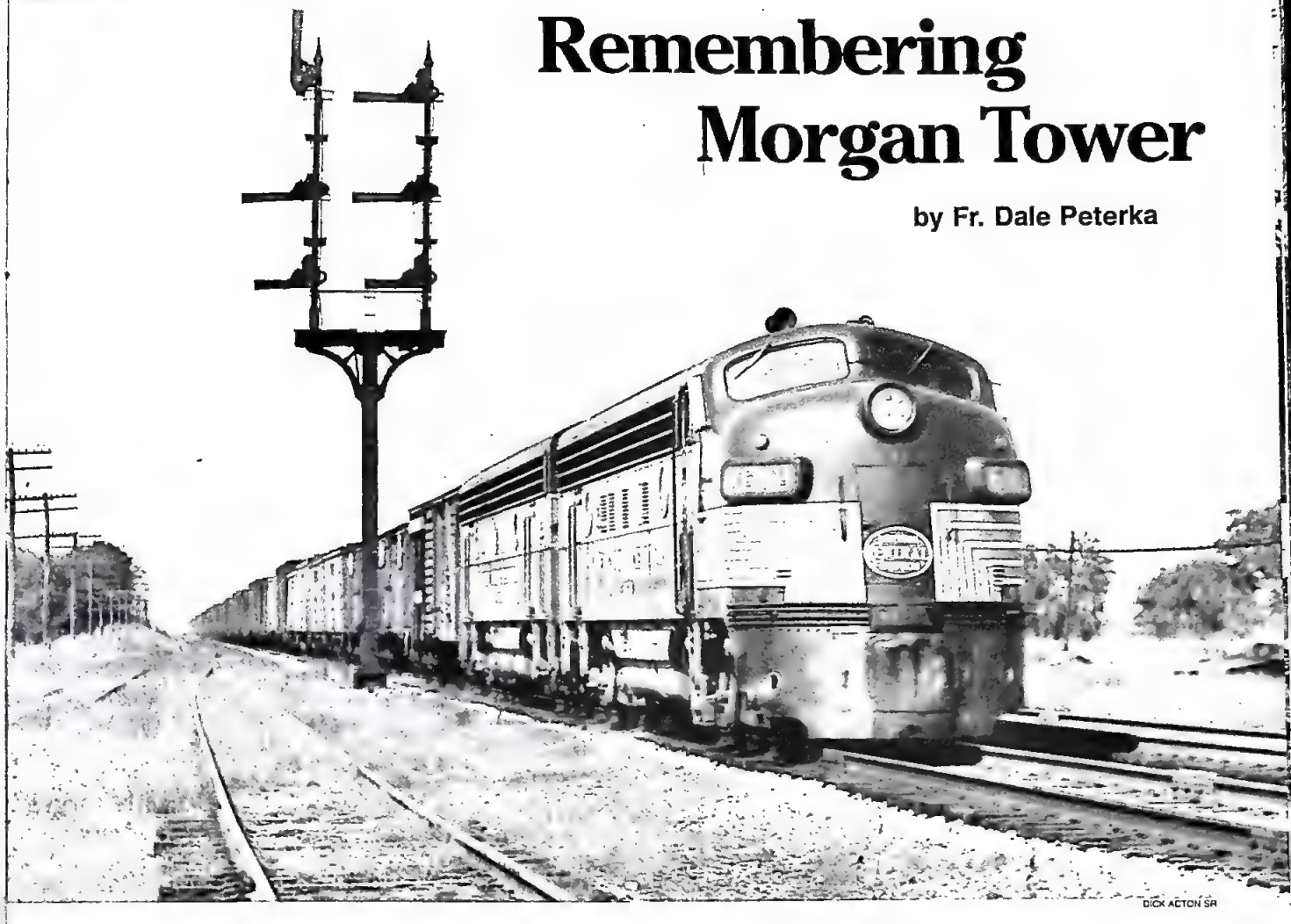
RIDGEWAY, COLORADO, was the end of the spur south from Grand Junction on May 12, 1969, where GP7s 5107 and 5110 were spotting hoppers at a coal loading ramp. The Geeps were sold to the Rock Island for rebuilding, and the branch now ends at Montrose.

ROBERT L. HOGAN

Photo Line

Remembering Morgan Tower

by Fr. Dale Peterka



DICK ACTON SR

In years to come, when railfans gather in darkened rooms to view old transparencies and groan at images of spectacular steam engines and exotic diesels, a part of the program should be reserved for shots of railroad structures from better times: coaling towers and depots, switch stands and water tanks, wooden trestles and wooden ties. And a prominent place should be devoted to pictures and stories about what became an institution for railroader and railfan alike: the classic, two story, wooden operator's tower.

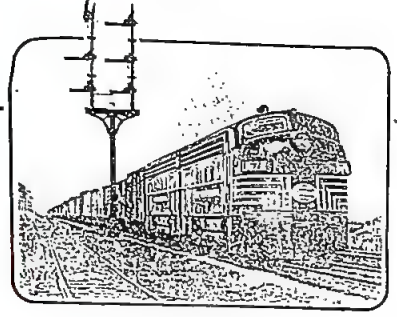
The interlocking tower was a monument to railroading's low-tech days. Train movements were in the exclusive charge of a solitary individual, working long lonely hours, with only a telegraph sounder or radio speaker for a companion. His contact with the trains outside his window was through a long bank of "strong-arm" levers, which controlled the switch points, locks and semaphore arms.

His responsibilities were many; his rewards, few.

And yet, he usually had time to chat for a few minutes with the wide-eyed railfans, young and old, who ventured into his domain. He was the source of information about what was happening at the moment—"a westbound Conrail

NEW YORK CENTRAL F7s were eastbound by the semaphores (top) and DT&I GP7s were southbound by Morgan Tower on August 27, 1953. More NYC F7s are shown (below) in October 1951.

DICK ACTON SR



just hit the bell"—and stories about railroading in the old days. The moments spent in his kingdom were worth hours of later recollections and retellings.

For railfans in western Ohio, the legends were all true at Morgan Tower in Quincy.

Morgan controlled the intersection of the ex-NYC Conrail main line from Cleveland to St. Louis and the single track main of the Detroit, Toledo & Ironton (now part of Grand Trunk Western) that carries Detroit traffic (mostly cars and auto parts) south to Cincinnati and Atlanta and coal north to Detroit Edison. Both lines are busy, and Quincy is a busy place. On a good day, visitors can see a train every 15 minutes.

Until 1985, a visit to Quincy also meant a visit with operator Carl McIntire. An old Pennsy man, Carl was always glad to see visitors; over the years, he got to know many of them by name. It was never too much trouble for him to call the operator at Lima for news of a southbound on the DT&I or maybe Bellefontaine or Ridgeway to check the progress of a westbound. And in between trains, he would shove back his chair from the desk and chat easily with old friends or new about the glory days of the Pennsy, whom he served in the 1950s and '60s, or the future of Conrail, or toward the end, the fate of Morgan Tower.

Carl retired three years ago. He took most of the friendly atmosphere with him. Visitors thereafter found a procession of new faces at old Morgan. Men who were seemingly too busy to chat or share information about train movements. Toward the end, a handwritten sign on the door warned that visitors were no longer welcome:

I don't know when this place will close.
I don't know when Conrail will go public.
I don't know when we will get our back pay.
I don't know the horsepower of the new engines.
I do know that you are trespassing on Conrail property!

Rumors about Morgan's closing had been circulating for the past few years; in the summer of '86 they were confirmed by the arrival of Conrail workers erecting new signal masts and, just a few feet from ancient wooden Morgan, a high-tech rusty steel box filled with wires and relays. In a few months, Morgan would be just a memory.

SD40 6352 has Conrail westbound symbol PIIN (Pittsburgh-Indianapolis) banging across the DT&I diamonds on February 19, 1984. That rear EMD seems to be doing the smoking.

DAVID OROSZI

THREE KODACHROMES FR DALE PETERKA

On December 6, 1986, the new Conrail target signals were turned on, and crews removed the two mighty six-bladed semaphore towers that guarded the Conrail main and the single-bladed masts on the DT&1. Ten days later, the last operator locked the door at 11:00 p.m., and Morgan tower was closed forever. Rumors are that a local railfan bought some of the big masts and many of the interior fittings that became so familiar to railfan visitors. The gray wooden building survived until November 1987.

At Quincy, big blue trains still hammer the diamonds and machines have replaced people. But what will replace the friendliness? And the lost pride? ⊂

A SOUTHBOUND DT&I freight behind GP40-2 422 was about to hit the Conrail diamond at Morgan Tower in Quincy, Ohio, in June 1983. The semaphore mast (below) was lit up by an approaching Conrail westbound. Operator Carl McIntire (bottom left) was surrounded by the tools of his trade at the tower in June 1984.

PENNSYLVANIA RAILROAD

CHINA

Right Track Trading Co.
BOX 186, STRASBURG, PA. 17579

Description		Price ea. pc.
6 oz. Juice Glass ... NEW! ..	$2.75 . 4 for	$9.00
13¼ oz. Double Old Fashioned	$3.50 . 4 for	$12.00
12½ oz. Beverage	$3.00 . 4 for	$10.00
Soup/Cereal Plate		$19.50
Cup and Saucer		$24.00
9" Plate		$18.00
7¼" Plate		$15.00
5½" Plate		$10.00
5¼" Fruit Dish		$12.50
5 pc. Place Setting (includes 1s, 3, 4, 5 & 6)		$75.00
2 Place Settings		$130.00
4 Place Settings		$250.00

SHIPPING:

Order Total	Shipping
$0 - $20.00	$3.00
$20.01 - $50.00	$4.00
$50.01 - $100.00	$5.00
Over $100.00	$6.00

Alaska, Hawaii and Canada residents double shipping amount.
Overseas residents triple shipping amount.
ORDERING INFORMATION: If paying by check, please allow 4-6 weeks for delivery. PA Residents Add 6% Sales Tax.
Reproduction—All Pieces Backstamped. For information, call 717-464-2041 (Evenings). VISA and MasterCard accepted.

"RIDE" THE SAN DIEGO "TROLLEY"

with CARSON HOME VIDEO
VHS – BETA – VIDEO 8
only $22.00 (incl. postage)

many others, similarly priced!
For more info on high-quality traction & railroad videos,

Send SASE to:
CARSON HOME VIDEO
BOX 42582, Phila., PA 19101

RAILFAN & RAILROAD . . .
Subscribe Today!

Videos

BY MIKE DEL VECCHIO

New Arrivals

Few videotapes have caused as much commotion among railfans as the Bill Price movie collection, released in two volumes as the "Allegheny Rails" series by WB Video, 6447 South Heritage Place West, Englewood, CO 80111. Volume 1, "The B&O," was first brought to our attention by vintage-film collector Mitch Dakelman, who then reviewed it in our April '88 issue.

Well, UPS delivered **"Allegheny Rails, Volume 2: The Western Maryland"** right at deadline for this column and we couldn't help but include it. Eager anticipation caused a quick run home during lunch hour to give it a look, and this WM tape lives up to expectations. Filmed during the early stages of the diesel invasion of 1953-54, this program features WM's 2-10-0s, 2-8-0s, 4-8-4s, 4-6-6-4s, F-units, RS's and more. Background is light instrumental music with narration. Our resident Western Maryland authority, Max Robin, will give "Volume 2" a full review in an upcoming issue. It runs 55 minutes and sells for $49.95.

Feature Reviews

"CP Rail's Rogers, The Last Pushers," produced by Rail Innovations, 55 Parfield Drive, Willowdale, Ontario, Canada M2J 1C2. VHS or Beta, VISA accepted, 55 minutes, $54.95 postpaid (Ontario res. add 7% sales tax).

Rogers Pass, on the Canadian Pacific main line in south-central British Columbia, was discovered by Major Albert Bowman Rogers on May 29, 1881. Since 1885, it has been an operating headache for CPR but a spectacularly scenic place to see mountain railroading at its finest.

The completion of the nine-mile-long MacDonald Tunnel and the opening of a second rail line over the pass by 1989 will eliminate CP's last pusher district, based at Rogers on the east side of the pass. The present 2.2% average grade will be bypassed by a 1% grade, compensated for curvature, which will become the westbound main. This video takes you on an enjoyable and very scenic ride on six SD40 pushers in February 1987, a magnificently snowy time of year when few photographers venture forth.

The tape documents (from both lineside and on-train) three separate runs up the grade and back. The first is a typical mid-train assist of a 110-car, 15,000-ton coal train; the second is a nocturnal operation; the third is an atypical "nose job" on a light (less than 4200 tons) westbound on which the pushers haul from the head-end, affording an unobstructed view from the cab.

The tape starts with a brief history and an explanation of the pusher operation. Next comes "a day in the life of pusher crew No.3 at Rogers," which is very nicely done. Cab shots look at what the engineer is doing in addition to the mandatory scene out the door. Particularly effective is a pacing sequence that was shot from the rear of another train, moving through an adjacent passing track. At least two camera crews were used, yielding scenes from on-board as well as on the ground, which are very well edited and "flow" logically. The producers obviously went to some trouble to trudge through the snow to get trackside shots at such remote locations as Stoney Creek and Surprise Creek viaducts.

There are no awkward attempts to interview crew members, yet there is a considerable "human side" to the coverage, showing the employees at work doing what we would normally expect them to be doing—talking on the telephone to the crew caller, sweeping and throwing switches, coupling cars and operating the locomotives.

Photography, color and narration are all very good to excellent. Camera work is steady and properly exposed despite all the snow, without rapid panning or harsh zooming. The narration is sufficient and unobtrusive, allowing the viewer ample opportunity

SPRINGTIME VIDEO SALE!

Hopewell Productions is having a Springtime Video Sale!

Buy 1 tape at the regular price and get the second for $10.00 OFF!
Buy 2 tapes at the regular price and get the third for HALF PRICE!
Buy 4 tapes at the regular price and GET THE FIFTH TAPE FREE!

This Offer Extended 'til May 1, 1988, so order now!

SEND FOR OUR
FREE ILLUSTRATED CATALOG!

CALL OUR TOLL FREE ORDER NUMBER - 1-800-722-0765
(IN OHIO - 216-757-0765)
HOPEWELL PRODUCTIONS
1714 BOARDMAN-POLAND ROAD, #15 · POLAND, OHIO 44514

VISA MasterCard

to just listen to the power at work. One criticism is that the maps shown at the beginning of the tape cover so much territory and detail that a viewer who is unfamiliar with the geography of Rogers Pass gleans nothing from them except that the location is somewhere in western Canada. An uncluttered local map and a grade profile of the subject ten-odd miles of line would have been a good idea, as well as an overall diagram of the Rogers Pass area. Also lacking is a brief look at the work in progress on the new line and tunnel, which would have added interest.

Aficionados of contemporary mountain railroading should not let this production's very minor faults deter them from adding it to their video library. Besides, the last winter for the Rogers' pushers may very well have just passed—GREG NAZAROW.

"Cajon Pass," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; 619/581-0303. VHS or Beta, 60 minutes, $49.95.

Producer Bill Lambert describes this as a "location" tape designed to give the viewer who will probably not have the opportunity to experience Cajon Pass first-hand a detailed look at the operations, scenery and physical layout of this spectacular railfan mecca.

The show starts with some background and history of the Cajon Pass area, located about 70 miles east of Los Angeles. The Santa Fe and Southern Pacific snake over the pass on separate main lines, while the Union Pacific has trackage rights over the Santa Fe. The action begins at the Long Beach Piers as containers are on and off loaded from ships, stack-trains and flats. This is followed by a summary outlining the recent growth of SP's traffic to and from the Los Angeles area leading up to its outgrowing of the downtown Taylor Yard. This, coupled with the circuitous routing of the Coast Line north to San Francisco and its consequent delays, created in 1966 the need for the huge new yard at Colton and the Palmdale Cut-off route over Cajon Pass. The newly-built SP route roughly parallels the AT&SF's line established over 100 years previous.

The Colton Yard segment features vintage SP promotional footage showing actual construction scenes including rail welding and laying, switch retarder installation and the yard's physical features with aerial footage. This segment has many rare and unusual shots with interesting historical details.

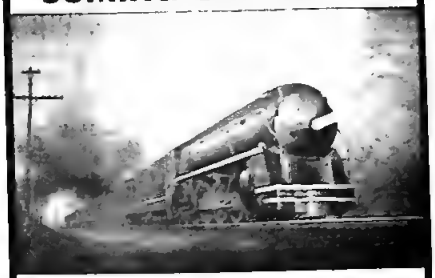
We then roll into the main course—scene after scene of heavy duty railroading by all the participants: Santa Fe, UP, SP and Amtrak. Merchandise, double stacks, pigs and coal—you name it and it rolls over the pass in mega-tonnage quantities with lots of power on the point and apropos front and rear helper sets. SD40-2s rule the hill, but there are plenty of other goodies as well: C30-7s, F45s, SD45s, SD45T-2 and SD40-2T "tunnel motors" and occasional GP30s. The footage is from several different trips, including some not so recent. A UP DDA40X appears as a second unit, and a westbound Rio Grande unit coal train with D&RGW power bound for the Kaiser Steel Plant at Fontana also enters the picture.

The rugged climb over the pass is documented in detail listing siding names, former stations and elevations in an eastbound direction. There are plenty of trains at each location on both railroads with highlights of famous Sullivan's Curve in all its splendor.

With the beautiful snow-capped peaks of the San Gabriel Mountains in the background and the craggy, high-desert outcroppings and scrub vegetation up close, the views are breathtaking. Lambert's video translation and editing are absolutely flawless. The video was shot, without exception, on perfect California "Kodachrome days" with rock-solid camera work and no zoom lens trick shots. The narration is smooth and unobtrusive, yet newsy and informative. The train sounds are awesome, clear and real. You can even hear the dynamic brake cooling fans cycling up and down in pitch.

The finale takes place as heavyweight hotshots crest the grade, notch out to full power and accelerate to 60-per across the arid desert for the high-speed run to Barstow. A truly flawless presentation, technically perfect in every respect and one which will insatiably whet the appetite of every fan who has promised that "someday I'll get there, but . . .". This picture is truly worth a thousand words, and then some—AL DI CENSO.

COMING SPRING '88



NEW HAVEN POWER
1838 - 1968
BY J. SWANBERG & A. STAUFER

- 608 Pages
- 1,364 Photos
- 8½ × 11
- 50 Class Charts
- Hard Bound
- 16 Color Paintings
- Color Jacket
- Index, Roster

$65.00 plus $2.00 post
Send SAE for Mailer

A. STAUFER, 2244 REMSEN, MEDINA, OH 44256

FAMOUS
STEAM
LOCOMOTIVES

THE LOCOMOTIVE ENGINEERS' BOOK — now available to all. First published by the Brotherhood of Locomotive Engineers, FAMOUS STEAM LOCOMOTIVES, a 96-page high quality album of classic steam photos, is once again in print.

"A collector's item" says RAILROAD Magazine.

11 × 8½, $10.00
Include $1.00 for postage and handling per book; $1.50 (U.S.) in Canada.

Order from the author:

Richard J. Cook
P.O. Box 39192
Solon, OH 44139-0192

N&W STEAM VIDEOS

CINCINNATI 611
1986 action to Danville, Ky. and Portsmouth, Ohio with 4 grades over 1.5%. 60 mph on Danville line and cab ride. 43 min.....$39.95

N&W 1218 Rebuilt & Roanoke Bound.
Features many first trips, break-in freight, shops, run to Roanoke, first excursions, turntable, variety of consists & more. 70 min.....$49.95

CINCINNATI 1218
1987 sequel to Cincinnati 611, features two trips of 1218 to Danville, including cab ride, plus Portsmouth trip with 611 2 months earlier. . . Super variety, & pacing. 57 min.....$49.95

Add $2.00 1st. class shipping on 1 or 2 tapes O/W 3rd. class

GREG SCHOLL VIDEO PRODUCTIONS
PO Box 123 R5
Batavia, Ohio 45103 - (513-732-0660)

VISA and MASTERCARD Accepted

the book

You can now charge books

American Narrow Gauge (5231), Krause. Pictorial of narrow gauge since 1940s. 256pp hardbd $30.95
American Steam, Vol. 1 ((1253), LeMassena. Action pictorial of photos by Ben F. Cutler. 256pp hard $25.00
America's Railroads: The Second Generation (1475), Ball & Boyd. All color pictorial. 216pp hard $39.95
Amtrak Trains & Travel (5567), Dorin. History and equipment of Amtrak. 184pp hard $22.95
Apple Country Interurban (5236), Ken Johnson. Pix and history of Yakima Valley. 130pp hard $11.00
Articulated Steam Locomotives of North America(1250), LeMassena. Photos. 416pp hard $49.00
Atchison, Topeka & Santa Fe Railway (2550), Cox. Vanishing Vistas color pictorial. 34pp soft $9.95
Baldwin Locomotives 1831-1956 (8305), Karr. Steam & diesel builder photos. 228pp soft $35.00
Baltimore and its Streetcars (1993), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft $10.95
Baltimore & Ohio Heritage 1945-55 (C52), Krause & Crist. B&O steam action pictorial. 48pp soft $7.95
B&O Power (6650), Stauffer & Sagle. B&O motive power pictorial history. 350pp hard $35.00
B&O Steam Finale, Vol.1 (1512), Price, Mellander & Kaplan. Superb all color. 120pp hard $32.50
Bangor & Aroostook (1420), Angier & Cleaves. Nicely illustrated history of BAR. 274pp soft $28.95
The Beauty of Railroad Bridges (5250), Richard Cook. Pictorial study of trains and bridges. 208pp hard $44.95
Berkshire Days on the Boston & Albany (1990), Smith. B&A steam pictorial. 68pp soft $6.50
Best of Maine Railroads (1152), Ron Johnson. History of big roads and short lines. 146pp soft $14.95
Bluebirds & Minutemen (5913), Nelligan. Color and b&w pictorial of B&M 1974-1984. 152pp hard $26.95
Brooklyn Trolleys (1380), Greller & Watson. Pictorial of Brooklyn Rapid Transit streetcars. 118pp soft $19.95
By Rail to the Boardwalk (2891), Gladulich. Pennsylvania-Reading Seashore Lines. 332pp hard $47.95
California Central Coast Railways (5453), Hamman. Lines into Santa Cruz. 310pp hard $44.95
California's Electric Railways (2889), Demoro. 100 years of traction action. 214pp hard $36.95
Call the Big Hook (5244), Dougherty. Wrecker work on the D&RGW. 256 5½" x 8½" hard $21.95
Camas Prairie (4007), Riegger. Illustrated history of joint UP/NP Idaho line. 160pp hard $32.50
The Canadian (8310), Delta. Story of Canadian Pacific domeliner. Hardcover $44.95
Central Vermont Railway (C44), Beaudette. Pictorial history of steam-era CV. 112pp soft $13.95
The Challenger Locomotives (1216), Kratville. Story of UP 4-6-6-4s. 144pp hard $28.50
C&O Power (6658), Staufer. Data and photos of C&O steam and diesels. 350pp hard $35.00
Chesapeake & Ohio Railway (2756), Dorin. Illustrated history of the C&O. 232pp soft $23.95
Chesapeake & Ohio, Superpower to Diesels (C49), Dixon. Steam & diesel pictorial. 130pp soft $15.95
Chicago & Illinois Midland (5235), Wallin, Stringham & Szwajkart. 240pp hard $16.50
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $9.95
Chicago's Passenger Trains (5907), Olmsted. Pictorial from 1950s to Amtrak. 136pp hard $28.95
China by Rail (2881), Middleton. Steam and diesel action in China today. 122pp soft $19.95
The Circus Moves by Rail (5708), Parkinson & Fox. All about circus trains by the experts. 392pp hard $39.95
Coal Boats to Tidewater (9817), Wakefield. Illustrated history of the D&H Canal. 224pp hard $20.00
C&Sng (5729), Ferrell. Colorado & Southern narrow gauge quality pictorial. 238pp hard $34.95
Colorado's Mountain Railroads (1252), LeMassena. Capsule histories of Colorado railroads. 384pp hard $49.00
Colorado Rail Annual 15 (5721), Hauck. Idaho-Montana issue; Utah & Northern to UP. 218pp hard $19.50
Colorado's Loneliest Railroad (5452), Griswold. Big book on San Luis Southern. 190pp hard $32.50
Commuter Trains to Grand Central Terminal (1994), Nelligan. Contemporary and vintage action. 68pp soft $7.95
Crookedest Railroad in the World (2869), Wurm & Graves. Mt. Tamalpias & Muir Woods. 138pp hard $24.95
Crossties over Saluda (9816), Gilbert. Southern Ry. action on steepest grade. 38pp soft $9.95
Crossties through Carolina (9815), Gilbert. Early railroading in N. Carolina. 90pp soft $9.95
CZ: The Story of the California Zephyr (2200), Zimmermann. History, pix & plans. 104pp soft $11.95
Dawn of the Diesel Age (2867), Kirkland. Diesel loco development up to 1937. 200pp hard $29.95
Daylight 4449's Family Album (1575), Johnsen. Pictorial history of SP 4-8-4s and 4449. 114pp soft $16.95
Delaware & Hudson (5539), Shaughnessy. Impressive history and photos of D&H. 488pp hard $34.95
Destination Topolobampo (5199), Kerr. Kansas City, Mexico & Orient Ry. 260pp 6 x 9 hard $15.95
Diesel Locomotive Rosters (6791), Wayner. Diesel rosters from *Railroad* Magazine. 184pp soft $16.95
Diesels of the Sunrise Trail (1260), Scala. All color pictorial of Long Island R.R. 152pp hard $31.95
The Diesel Years (5221), Olmsted. Pictorial sampling Sharks to EMDs. 160pp hard $20.95
Dinner in the Diner (6856), Holister. Great recipies of food from famous trains. 144pp hard $15.95
Donner Pass (5245), Signor. Photos and history of SP's Sierra crossing. 290pp hard $47.95
Down Along the old Bel-Del ((2477), Warren Lee. History of PRR's Delaware River line. 366pp hard $34.95
Duneland Electric (7107), Kaplan. Story and superb photos of CSS&SB. 114pp soft $19.95
East Broad Top (5155), Rainey & Kyper. History of Pennsylvania's famous narrow gauge. 256pp hard $36.95
East Broad Top to Mines and Back (C40), Grenard & Kramer. Superb EBT pictorial. 82pp soft $9.95
Electric Railway Pioneer (2868), Demoro. Northwestern Pacific commuters and ferries. 130pp hard $24.95
Encyclopedia of North American Railroading (1210), Hubbard. Data and pix. 378pp hard $59.95
Encyclopedia of Western Railroad History (1175), Robertson. Arizona, N.M., Nev. and Utah. 318pp hard $34.95
Erie Lackawanna (5603), Pennisi. Pre-Conrail railfan pictorial. 88pp soft, color cover $6.50
Erie Lackawanna Memories (1785), Preston Cook. Magnificent all-color pictorial of EL action. 128pp hard $35.95
Erie Power (6659), Staufer & Westing. Erie steam and diesel pix and data to 1970. 448pp hard $45.00
Evening Before the Diesel (5451), Foss. GTW steam to diesel. 444pp hard $49.95
Everywhere West—Burlington Route (2757), Dorin. The CB&Q up to BN merger. 176pp soft $19.95
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95
Famous Steam Locomotives (5450), Cook. Action and stories of great locos. 96pp soft $9.00
Fiddletown & Copperopolis (2489), Fallberg. Classic Railroad Mag. cartoon series. 144pp soft $9.95
4449 Souvenir Album (1249), Lots of color in official souvenir of 1984 New Orleans trip. 30pp soft $7.00
Frisco Diesel Power (2880), Marre & Harper. SL-SF diesel history, roster and photos. 148pp hard $28.95
Frisco Southwest (6002), McCall & Schultz. SL-SF steam and diesel pictorial. 120pp soft $16.95
F-Units (1990), Mulhearn & Talbi. Coast-to-coast pictorial of EMD FTs to FL9s. 82pp soft $9.95
Georgia Railroad Album (1490), Beckum & Langley. Steam/diesel action and equipment. 74pp soft $10.95
Grand Trunk Heritage (C56), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
Great American Scenic Railroads (1995), Berger & Reid. All-color pictorial of tourist lines. 114pp soft $12.95
The Great Yellow Fleet (5247), White. Illustrated history of refrigerator cars. 186pp hard $44.50
The Green Machines (5915), Olmsted. Action pictorial of BN in Midwest. 128pp hard $33.00
Growing Up with Trains (2864), Steinheimer & Sims. Southern Cal. pictorial. 112pp soft $16.95
Growing Up with Trains-II (2871), Steinheimer & Benson. Northern California Railfanning. 112pp soft $18.95
The Heisler Locomotive, 1891-1941 (3150), Kline. Detailed history of Heislers. 200pp hard $20.00
The High Plains Route (5734), Kistler & Reisdorff. The CB&Q McCook Division. 112pp soft $20.00
Historic Alpine Tunnel (5405), Dow Helmers. Full history and pix of Colorado classic. 208pp soft $14.50
History of St. Louis Car Co. (5560), Young & Provenzo. Trolley builder. 302pp hard $30.00
Ida Was a Tramp (7300), Quinby. Steamship and railroad lore intermixed 278pp hard $10.00
Illustrated Modern Freight Cars of North America (8308), Kerr. Builders photos. 122pp soft $22.95
Interurban Interlude (01002), Quinby. History of North Jersey Rapid Transit 92pp hard $12.00
Iron Horses Across the Garden State (1480), Rosenbaum & Gallo. New York-Philly passenger trains. 82pp soft$12.95
Iron Horses to Promontory (5205), Best. Tribute to the Golden Spike. 208pp hard $26.95
The Jersey Central (5604), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Katy Northwest (5703), Hofsommer. Sensitive study of an MKT branchline. 320pp hard $26.95
Katy Southwest (6005), McCall & Schultz. Steam and diesel pictorial. 144pp soft $24.95
The Key Route, Part 2 (2884), Demoro. Interurbans and ferries across San Francisco Bay. 168pp hard $31.95
Kinsey Photographer: The Locomotive Portraits (2525), Bohn & Petschek. Superb logging. 144pp hard $35.00
Lackawanna Heritage 1947-52 (C51), Krause & Crist. DL&W steam/diesel pictorial. 50pp soft $7.95
Last of Steam (5513), Collias. Pictorial of U.S. steam in the 1950s. 260pp hard $27.50
Last of the Great Stations (2854), Bradley. Study of Los Angeles Union Pass. Term. 110pp soft $11.95
The Last Whistle (5552), Warner. Cliff hugging RR south of San Francisco $19.95
Laurel Line (2882), Henwood & Muncie. Lackawanna & Wyoming Valley interurban history. 210pp hard $34.95
Lehigh & Hudson River, Vol. 1 (C55), Crist. L&HR pictorial, Allentown to Franklin. 48pp soft $8.95
Lehigh & Hudson River, Vol. 2 (C56), Crist. L&HR pictorial, Franklin to Maybrook. 48pp soft $8.95
Lehigh & New England (C41), Crist & Krause. Beautiful steam & diesel pictorial. 82pp soft $9.95
Lehigh Valley R.R. Passenger Cars (5605), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Lima, The History (2776), Hirsimaki. Handsome history of Lima Locomotive Works. 352pp hard $38.50
The Little Jewel (1290), Abbey. History and motive power of Soo line. 216pp hard $39.00
Little Railways of the World (5508), Shaw. Talyllin and other narrow gauge lines. 270pp hard $14.95
Locomotives of the Duluth, Missabe & Iron Range (4004), King. DM&IR steam & diesel. 320pp hard $39.50
Long Island Electric Heritage (C50), Ziel & Krause. Heavy electrics and m.u.s on LIRR. 68pp soft $7.95
Long Island Rail Road (C34), Kramer & Krause. Pictorial of steam and diesel action. 96pp soft $14.95
Long Island Rail Road Memories (1988), Harrison. Autobiography of engineer. 68pp soft $6.95
Mallets on the Mendocino Coast (2887) Wurm. Handsome study of Caspar Lumber Co. 136pp hard $28.95
Many Faces of the Pennsy K-4 (1831), Pennypacker & Staufer. PRR's famous 4-6-2. 178pp soft $21.95
Matches, Flumes & Rails (6870), Stephens. Butte County RR logging road, photos, maps $17.95
Memories of O&W Power (3180), Carleton. Steam and diesel of NYO&W. 72pp soft $10.95
The Mighty 800s (1217), Kratville. Story of the UP 4-8-4s. 144pp hard $28.50
Milwaukee Road East (5568), Dorin. Illustrated study of CMStP&P east of Harlowton. 176pp soft $19.95
Milwaukee Road West (5569), Wood. Illustrated study of CMStP&P west of Harlowton. 192pp soft $19.95
A Milwaukee Transport Era-The Trackless Trolley Years (2859), Schultz. 132pp soft $13.95
The ML2 Story (1275), Bermingham. Australia's EMD/Clyde double-ended F-units. 108pp hard $20.00
Monon Route (5559), Hilton. History and photos of Indiana's own railroad. 322pp hard $30.00
Morristown & Erie Ry. (5609), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
The Movie Railroads (5002), Jensen. Pix and data on trains in movies. 258pp hard $34.95
Narrow Gauge to the Redwoods (6849), Wurm & Graves. N. Pacific Coast & ferries. 170pp hard $18.95
New England Shortlines (1980), Nelligan. Photo stories on short lines. 50pp soft $6.00
New Hampshire and Vermont Railroads (1151), Ron Johnson. Scenic action pictorial. 80pp soft $9.95
The New Susquehanna, Great Spots for Shots (1101), Povall. Railfan guide to NYS&W. 34pp soft $5.95
New York Central: Gone But Not Forgotten (1377), Cavanaugh. NYC in full color. 188pp hard $37.95

depot

on MasterCard or VISA!

Norfolk & Western Giant of Steam (5711), Lewis Jeffries N&W steam pictorial. 250pp hard $39.95
Norfolk & Western Steam (1986), Rosenberg & Archer Data of last 25 years of N&W steam 94pp soft.....$9.95
North American Hudsons (5733), Stagner. Comparing all of America's 4-6-4s. 108pp soft $20.00
Northern Pacific Supersteam Era 1925-1945 (5251), Frey & Schrenk. NP's big steam power. 226pp hard.....$44.95
North Shore (5169), Middleton. Excellent pix, maps and history. 130pp hard $19.95
The O&W (5501), Helmer. Classic illustrated history of NYO&W. 212pp hard $15.00
Pacific Coast Shay (5172), Ranger. From origin of the Shay to Pacific Coast type. 112pp hard $16.95
Passenger Train Consists of 1970s (6783), Wayner. U.S., Canada & Mexico. 58pp soft $4.95
The PCC Car, An American Original (2886), Kashin & Demoro. Illustrated history of PCC trolley. 202pp hard $34.95
Penn Central (5608), Pennisi. "The Northeast Railroad Scene, Vol.6" pictorial. 74pp soft.....$9.95
Pennsylvania R.R.—1940s-1950s (1476), Bali. Magnificent PRR in full color. 204pp hard $45.00
Pennsylvania-Reading Seashore Lines (2251), Kramer. Pix and history. 106pp soft $13.95
Pennsy Power (6652), Staufer. PRR steam & electrics data and pix. Color calendars. 236pp hard $35.00
Pennsy Power II (6653), Staufer. PRR diesel, electrics and some steam. 350pp hard $35.00
The Peoria Way (5910), Olmsted. Toledo, Peoria & Western pictorial from 1960s. 130pp hard.....$29.95
Pere Marquette Power (1511), Million & Dixon. Excellent illustrated steam/diesel roster. 244pp soft $23.95
Pino Grande (6872), Polkinghorn. Michigan-California Lumber Company logging roads. 178pp hard $29.95
Pittsburgh & Lake Erie (5238), McLoan. Photos, maps and history of P&LE. 240pp hard.....$32.95
Portrait of a Silver Lady (5702), MacGregor & Benson. California Zephyrhistory. 358pp hard.....$39.00
Prune Country Railroading (5732), Holmes. The San Francisco & San Jose R.R. 194pp hard.....$34.95
The Putnam Division (1987), Gallo and Kramer. History and pix of NYC's "Put." 82pp soft $8.95
Railroad Stations of New England Today (5606), Beauregard. B&M depot pix. 72pp soft $7.95
Railroads of Arizona (5554), Myrick. Southern Arizona's railways. 480pp, 542 illus, maps $34.50
Railroads of Arizona, Vol.3 (2873), Myrick. Copper mines and short lines. 344pp hard $44.95
Railroads of Kansas City (5455), Lynch. Steam and diesel in K.C. 144pp soft $14.95
Railroads of Mexico, Vol.1 (2575), Franco. The Mexican Ry., narrow gauge to electrics. 224pp hard $39.00
Railroad that Lighted Southern California (6853), Johnston. The San Joaquin & Eastern. 128pp $15.50
Rails Across the Tundra (1232), Cohen. Alaska Railroad historical album. 146pp soft $9.95
Rails Along the Hudson (1981), Crawford and Kramer. NYC pictorial. 98pp soft $8.95
Rails Around Gotham (3178), Carleton. Steam-diesel pictorial of N.Y.-N.J. railroads. 320pp hard $35.00
Rails in Richmond (2885), McKenney. Illustrated history of trolleys in Richmond, Va. 192pp hard 32.95
Rails in the Shadow of Mt.Shasta (5566), Signor. History of SP Shasta Div. 262pp hard $39.95
Rails 'Neath the Palms (5003) Mann. Pictorial history of Florida's railroads. 220pp hard.....$29.95
Rails, Sagebrush & Pine (5223), Ferrell. Oregon's narrow gauge Sumpter Valley. 128pp hard $21.95
Rails Through Dixie (5152), Krause & Reid. Steam and short lines in the South in photos. 176pp hard $21.95
Red Arrow (2888), DeGraw. 100 years of Philadelphia Suburban Transportation traction. 192pp hard.....$31.95
Red Car Days (2872), Long. Pictorial memories of Pacific Electric. 66pp soft $11.95
Redwood Lumber Industry (5240), Carranco. Logging, milling and transporting Redwoods. 218pp hard....$17.50
The Remarkable GG1 (1979), Zimmermann. Illustrated story of GG1 electrics. 72pp soft $6.95
Ride the Big Red Cars (6840), Crump. Narrative history of the Pacific Electric. 240pp hard $24.95
Rio Grande Diesels: Pictorial History (5726), Strapac. D&RGW first generation diesels. 112pp soft.....$19.95
Rio Grande Diesels, Vol.2 (5730), Strapac. Hood units from 1950 to SD40T-2s. 114pp soft $19.95
Rio Grande Narrow Gauge Recollections (2490), Norwood. True tales of the D&RGW. 272pp hard $38.95
Rio Grande Ski Train (5731), Patterson & Forrest. History and photos. 64pp soft.....$8.95

NEW ARRIVALS

Colorado & Southern (1237), Grenard. A pictorial of the standard gauge. 68pp soft $12.95
Echos Down the Canyon (2530), Benson. Magnificent study of WP 1968-1986. 68pp hard $24.95
Ed Nowak's New York Central (7106), Nowak & Zimmermann NYC's official photographer. 150pp soft. $22.00
Howard Fogg and the Diesel Image (1261), Scala. Full color of Fogg's diesel art. 178pp hard $39.95
Norfolk & Western's A and J (1236), Warden. Pictorial of N&W 2-6-6-4s and 4-8-4s. 68pp soft $12.95
Penn Central Power (2510) , Yanosey. Complete pictorial roster of Penn Central. 250pp hard $45.00
The Reading's T-1, An Unusual Northern (1235), Dirkes. Pictorial of Readinig 4-8-4s. 68pp soft.....$12.95
Remember the Rock (1234), Hastings. Pictorial of RI's last years. 68pp soft.....$9.95
Southern Motive Power Pictorial (2520), Withers & Sink. Southern Ry. photo roster. 240pp hard $32.95
Susquehanna: From Shortlines to Stackpacks (6370), Karlewicz and Hartley. NYS&W pictorial,108pp soft. $23.95
A Time of Trains (1477), Plowden. Superb b&w steam era pictorial. 162pp hard.....$45.00
***Zephyrs* Thru The Rockies (5771),** Edmonson & Goodheart. Color CZ/RGZ pictorial. 128pp hard....$39.95

Rio Grande Steam Locomotives, Standard Gauge (2485), Heimburger. D&RGW. 200pp hard $23.95
Rio Grande West (5725), Hill. "A Contemporary Glimpse" D&RGW pictonal. 80pp soft $9.75
Rip Van Winkle Railroads (5544), Helmer. Picturesque Catskill Mountain short lines. Hard $19.95
The Rogers Locomotive Catalog, 1876 (1280), Quality reprint of 1876 catalog. 150pp soft $7.95
Route of the Erie Limited (C57), Dirkes. Pictorial of Erie passenger trains. 48pp soft $7.95
Route of the Minuteman (1984), Nelligan & Hartley. Boston & Maine action 1969-1979. 68pp soft.....$5.00
Route of the Phoebe Snow (1100), King. Illustrated history of DL&W. 184pp soft $20.00
Route of the Warbonnets (5900), McMillan. Railfan pictorial of AT&SF action. 176pp hard $27.95
St.Louis Car Co. Album (2876), Young. Company photos described 160pp hard $29.95
San Diego & Arizona, The Impossible Railroad (2878), Hanft. SD&AE history and pix. 226pp hard $34.95
Sante Fe (5163), Duke & Kistler. A must for all ATSF buffs. 184pp, maps, photos, paintings $22.95
Santa Fe Depots, The Western Lines (6004), Ponds. AT&SF depot history & pix. 240pp hard.....$49.95
Santa Fe Motive Power (5912), McMillan. Illustrated AT&SF roster as of October 1985. 168pp hard $39.95
Santa Fe Passenger Consists-Jan.1937 (6797), Wayner. Car names, photos & consists. 54pp soft $7.95
Santa Fe Streamliners (1996), Zimmermann. *Super Chief* to Amtrak. 112pp soft $14.95
Seaboard Coast Line (C46), Warren & Clark. SCL action in Florida. 116pp soft $15.95
Search for Steam (5561), Collias. Steam in the 1950s; Collias at his best. 360pp hard $29.95
The Seashore's Finest Train (1481), Rosenbaum & Gallo. Story of CNJ's "Blue Comet." 62pp soft.....$9.95
Sherman Hill (5402), Eherberger and Gschwind. History and pix. 130pp soft $16.95
Short Line to Cripple Creek (5728), Wilkins. Colo. Springs & Cripple Creek District. 180pp hard.....$24.95
Silver San Juan (5706), Mallory Hope Ferrell. Superb study of Rio Grande Southern. 644pp hard.....$49.95
Slim Rails Through the Sand (6848), Turner. Illus. history of SP narrow gauge. 106pp soft.....$13.95
Snowplow (5537), Gerald M. Best. Snowplows and snowsheds on the SP.120pp hard.....$24.95
Southern Pacific 1901-1985 (5248), Hofsommer. Scholarly and illustrated history of SP. 374pp hard.....$44.50
Southern Pacific Dieselization (4005), Garmany. Illus. history of diesels on the SP. 420pp hard $49.50
Southern Pacific Narrow Gauge (4006), Ferrell. Pictorial hostory of SP's "Slim Princess." 272pp hard.....$32.50
Southern Pacific of Mexico (5249), Signor & Kirchner. Illustrated history of SPdeM/FCP. 170pp hard $39.95
Southern Pacific Review 1952-82 (5727), Strapac. SP steam and diesel features. 128pp soft.....$17.95
South Pacific Coast, A Centennial (5456), MacGregor & Truesdale. Bay Area narrow gauge. 352pp hard....$34.95
Spirit of the South Shore (2488), Raia. Pictorial with photo roster of CSS&SB. 82pp soft $11.95
Spokane,Portland & Seattle (2752), Wood. Illustrated history of SP&S. 160pp soft $19.95
Steaming Up (5153), Samuel Vauclain. The story of Baldwin. 320pp 6 x 9 hard $15.95
Steam Locomotives of the Frisco Line (5705), Stagner. History and pix of SLSF steam. 136pp soft.....$17.95
Steam Power of the New York Central (6651), Staufer. Modern power 1915-1955. 224pp hard $30.00
Steam, Steel & Limiteds (1218), Kratville. A passenger train classic back in print. 224pp hard.....$45.00
Super-Power Steam Locomotives (5192), Cook. Photos and history of Lima Loco Works. 144pp hard $20.95
Susquehanna (C38), Krause & Crist. History and pictorial of NYS&W before Delaware Otsego. 100pp soft.....$12.00
Tehachapi (5242), Signor. Beautiful history of Tehachapi loop. 272pp hard.....$44.95
They Felled the Redwoods (6844), Johnston. The Sierra redwoods and railroads. 160pp hard $19.95
Thoroughbreds (6655), Staufer & May. The illustrated history of NYC 4-6-4s. 352pp hard $35.00
Thunder in the Mountains (6860), Johnston. The Madera Sugar Pine Co. of California. Hard.....$14.95
Thunder Lake Narrow Gauge (9823), Huston. Wisconsin's last narrow gauge logging line. Hard.....$12.50
Tracks, Tires & Wires (2860), McCaleb. Santa Clara Valley. 176pp hard $27.95
Traction Classics, Volume 1 (5243), Middleton. Illustrated study of interurban cars. 258pp hard.....$40.95
Traction Classics, Volume 2 (5246), Middleton. Interurban luxury and specialty cars. Hardcover.....$35.95
Train Freqs (1415), Pro Custom Hobbies. Railroad radio frequency list. Soft.....$6.95
Trains of the Northeast Corridor (1989), Nelligan & Hartley. NH/PRR/Amtrak. 98pp soft.....$9.95
The Trolley Titans (2861), Carson. Atlanta's transit from mule cars to metro. 188pp hard.....$27.95
Trolley to the Past (2865), Young. Guide to trolley museums in U.S.A. 160pp soft $19.95
26 Miles to Jersey City (5607), Komelski. Pictorial of CNJ depots. 62pp soft.....$8.95
Union Pacific Mainline West (5735), Botkin, Hand & Hill. Unlimited Power pictorial. 80pp soft.....$11.95
UP Motive Power Review 1968-77 (5406), Hol Wagner. Rosters and features. 120pp soft $11.95
Vancouver Island Railroads (5214), Turner. Main lines to loggers, yesterday and today. 170pp hard.....$21.95
Wabash (2487), Heimburger. Wabash railroad history, equipment and photos. 320pp hard $38.95
Western Maryland Steam in the Alleghenies (C37), Grenard & Krause. Action pictorial. 84pp soft $9.95
Wheels Rolling-West (1775), Styffe & Benson. Revised second printing Western pictorial. 80pp hard $17.50
When Eastern Michigan Rode the Rails II (2890), Schramm & Henning. The Rapid Railway. 224pp hard..$28.95
Whistle Blows No More (2874), Johnston. Rail logging in Sierra Nevada. 160pp hard.....$25.95

Carstens Publications, Inc.
P.O. Box 700
Newton, N.J. 07860

I am enclosing check or money order for $ .....
Please send me the books I have indicated below.
(If you do not wish to cut this magazine, print or type titles and numbers on a sheet of paper.)

NOTE: Please add $1.00 postage and handling on orders under $10.00
Orders outside U.S.A. add 20% of order for insured shipping

_____

_____

_____

And you can charge it on your MasterCard or VISA!

Dept. 5820

_____ **Charge to:** ☐ **MasterCard**
Name **CARD NUMBER** ☐ **VISA** **EXP. DATE** ____

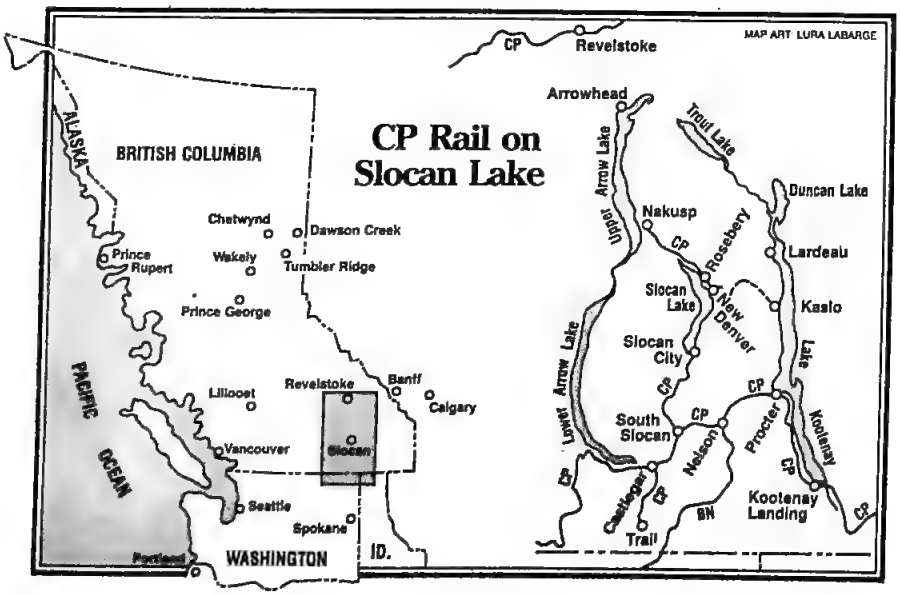
Street

City, State, Zip **SIGNATURE** _____

Please print or type legibly. N.J. residents add 6% sales tax.

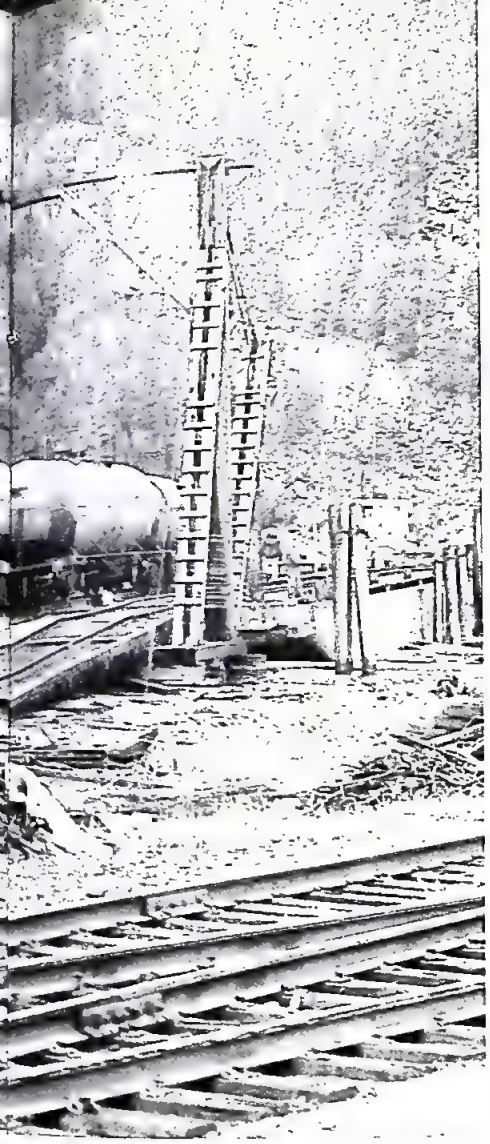
STAN SMAILL

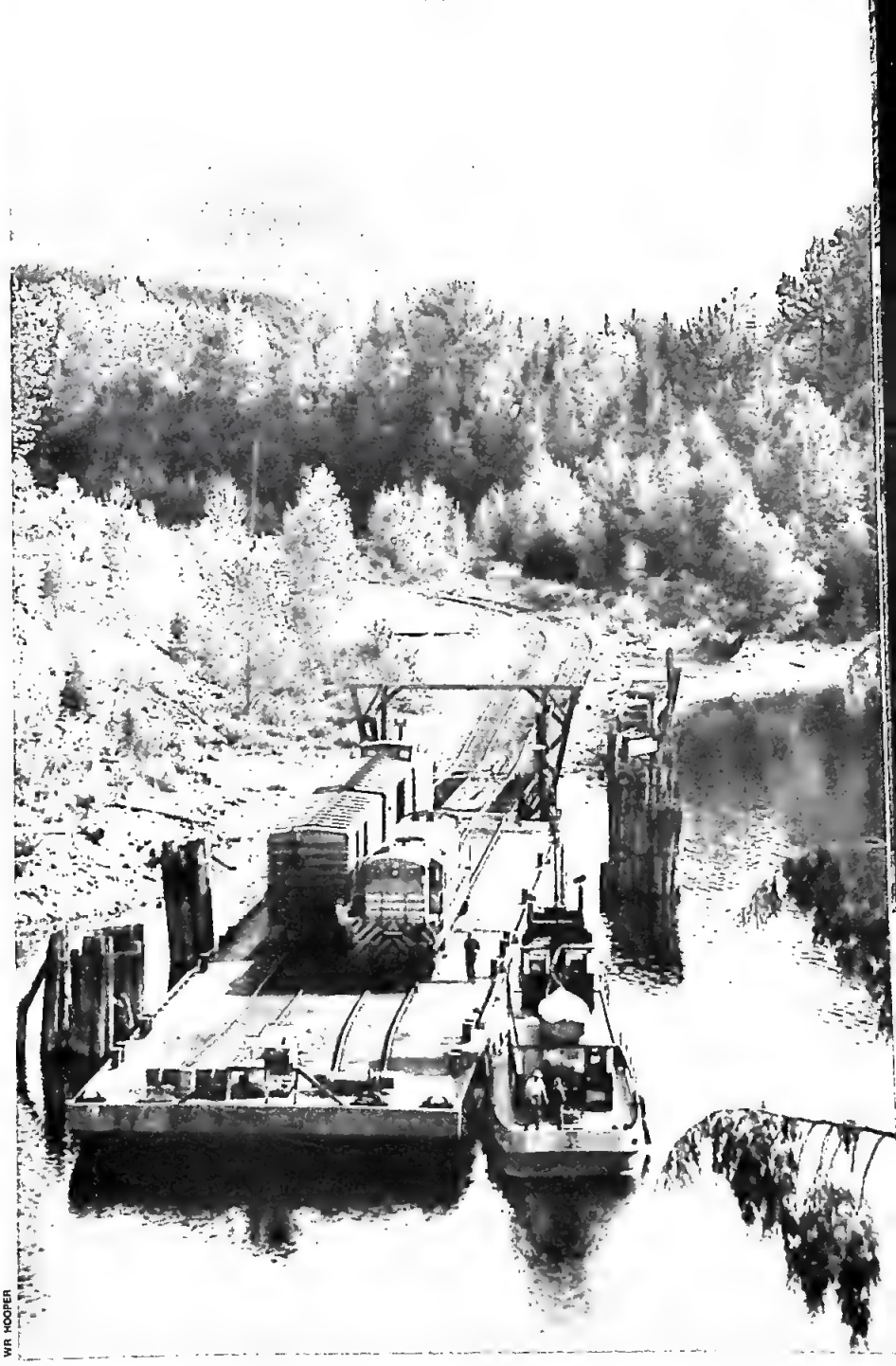
Slocan in September



It may come as a surprise to some that the Canadian Pacific is still operating its barge connection on Slocan Lake in the Kootenay region of south-central British Columbia. Returning from covering the BCR Tumbler Subdivision (elsewhere in this issue), I ventured into the area in September 1987 for my first and probably last look at this unbelievably picturesque operation. With CPR applying regularly to the Canadian Transport Commission to discontinue this last barge operation between Slocan City and Rosebery, its future is dim indeed.

CPR's Kaslo Subdivision and Slocan Lake barge operation have been well documented in the national railfan press (June 1973 RAILROAD MODEL CRAFTSMAN and March 1977 *Trains*, for example), and its status in nearly legendary. Today, of course, Geeps have





W.R. HOOPER

IN THE OLD COLORS, CPR H16-44 8714 was about to unload the barge at Rosebery for the trip to Nakusp in September 1974. The 8728 (top left) was loading the barge at Slocan City in mid-1972. Surprisingly, these scenes exist today with Geeps instead of the FMs.

Canadian Pacific was still carrying its local by barge on Slocan Lake in late 1987.

by Greg Nazarow

replaced the Fairbanks-Morse H16-44s, but the barge still carries the locomotive and van (that's Canadian for caboose) up Slocan Lake 20 miles from Slocan City to the isolated 28.4-mile branch from Rosebery to Nakusp. All but one customer on the branch have found non-rail carriers to handle their freight. This includes the shake (shingle) mill that was responsible for the boxcar traffic so often seen in photos of the barge as well as the irregular but high-tariff petroleum traffic that went to two distributors at Nakusp. The sole remaining rail shipper loads wooden posts and poles onto CPR log bunks at Nakusp, so now the barge runs only when there are poles to ship.

At the end of the "good" times, before the barge route to Kaslo on Kootenay Lake and the line over the mountain ridge which separates Kootenay and Slocan lakes was abandoned in 1978, the Slocan barge operated weekly. It was a two-day operation, with the crew coming right out of Nelson with their train, switching the lumber mill at Slocan City and then riding the barge with their train to Rosebery. The crew would "book off" at Nakusp for the night and return the next day.

Now, when the barge runs at all, it is a three-day affair. On day one, the regular tri-weekly Slocan local comes out of Nelson with an extra unit (GP9) and an extra van. After switching the mill at Slocan City, the crew loads the barge with the train for Nakusp and returns to Nelson. The unit is run onto the barge under its own power, like always, and left idling; the caboose generator is kept running, too. As soon as loading is completed, owner-operators Glenn

KODACHROMES GREG NAZAROW

Livingston and Dwight Jones of Slocan Lake Towing rev up the Whitworth-Gardner engine on their tug *Iris G* and take the barge to Rosebery, sans crew. About 2½ hours later, they tie up at Rosebery and call it a day.

Day Two, a CPR crew deadheads from Nelson, unloads the barge, and handles the 10 m.p.h. run to Nakusp and back. They then reload the barge at Rosebery and book off.

Day Three, Livingston and Jones show up at Rosebery and haul the barge back to Slocan, where the regular Slocan wayfreight unloads it.

It is easy to see why CPR would dearly love to rid itself of this costly operation, but CTC has consistently said no. The government provides funds for essential maintenance. Road improvements have opened up one route to Nakusp suitable for trucking, but that involves a ferry too! The only all-surface route is scenic Highway 6 from Nakusp south to Slocan; the route is fine for an automobile but murder for a trucker. Time seems to have passed the barge operation by; the scene at Slocan City has changed little from photos in the June 1973 RMC except for the rolling stock.

Catching the barge is next to impossible unless you are a local. It runs only once or twice a month, sometimes going a whole month without operating at all. The operation is handled out of Nelson, B.C., and the railroaders usually know about a week in advance when the barge will run (this is because they have to make sure the tug is available and call a crew; it is not something that can happen overnight by the trainmaster simply saying, "let's run tomorrow"). Normally, they "sail" from Slocan City on a Tuesday. Contact CPR at Nelson, B.C., and hope for the best (I had two "windows" in my trip to B.C. and lucked out that they ran during my return leg through the area). Livingston and Jones tell stories of visitors from all over the western world who have visited the shore of crystal clear Slocan Lake just to witness the operation of the railroad barge. Experience it while you can.

STAN SMAILL

THE DIESEL TUG *Iris G.* **is about to ease the barge and wayfreight out of Slocan City to head up Slocan Lake for Rosebery. The 8728 photos are from the June 1973 RMC feature.**

ON SEPTEMBER 9, 1987, after the tug *Iris G.* maneuvered into position (**above**), CPR GP9 8820 loaded itself aboard the barge at Slocan City with an empty rack car for pole loading and a caboose—the engine still gets its feet wet on the apron. The wayfreight was then motored 20 miles up Slocan Lake (**below**) to be unloaded at Rosebery for the run up the isolated branch to Nakusp.

Christian Bell Porcelain Ltd.

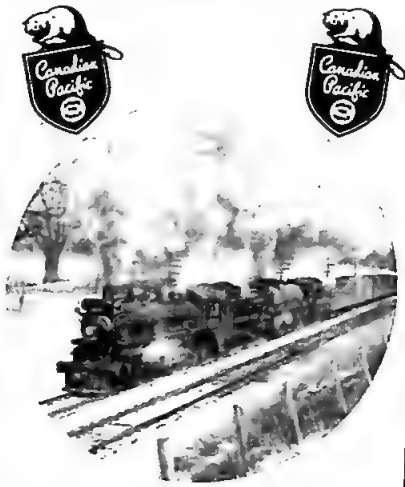
Fine Art on Fine Porcelain

proudly presents:

STEAM ON THE CPR

Limited Edition Collector Plates By
Ted Xaras

NEW!
The "DOMINION"
9 3/8" Limited Edition of 15,000 plates



"FROSTY MORNING"
9 3/8" Limited Edition of 15,000 plates
Limited Availability

ORDER FORM

Please send me the following plates at $65.00 each:
Quantity

_____ THE "DOMINION"

_____ "FROSTY MORNING"

☐ Personal Cheque Enclosed
☐ Visa ☐ MasterCard Exp. Date _____

Card No. _____
Name _____
Address _____
City _____
State _____
Zip _____

Christian Bell Porcelain Ltd.
P.O. Box 930, Tustin, CA 92680

Markers

BY JIM BOYD

JOHN L. TREEN

THE SUSQUEHANNA was the first major U.S. railroad to dieselize, abandoning steam for RS1s and Alco switchers on July 1, 1945. The NYS&W's first two RS1s were "drafted" in 1942, and at least one survives today in Texas (see page 66). Here RS1s 248 and 250 work west through Butler, N.J., circa 1950.

The oldest roadswitcher?

Jeffrey D. Thomas of Denton, Texas, sent us a letter and a photo regarding what may be the oldest roadswitcher still operating in the U.S. He notes that much has been written about Arkansas & Missouri RS1 No.22 being "the oldest operating roadswitcher in the U.S." (as in the "Photo Train Through Arkansas" in our March 1988 issue). He says that it may be the oldest one operating on a common carrier railroad, but it is definitely not the oldest one still in regular service.

His candidate is a good one: Texas Industries, Inc., (his employer, incidentally) has an Alco RSD1 in daily service switching covered hoppers at their cement plant in Midlothian, Texas. The unit (see page 66) was built in June 1942 as New York, Susquehanna & Western RS1 231 (b/n 69992) and was requisitioned shortly after delivery by the Army for use on the Trans-Iranian Railroad. The 231 was one of the original 13 RS1s to be "drafted" and converted for Iranian service with C-C trucks and a modified close-clearance cab. Although it was the "class engine" with number 8000, it was not the oldest of the draftees (Rock Island 748/USA 8005, built March 1941 probably takes that honor, being followed in builder's number order that same month by RI 749 and A&StAB 901 and 902, all also draftees). After WWII, the 8000 became U.S. Navy 65-00575 and was sold for scrap to Pan American Engineering in August 1975 but was resold to TXI for service in 1976, along with two other RSD1s which are now out of service and pending scrap (Jeff does not identify the other two units).

The Arkansas & Missouri 22, built as Atlanta & St. Andrews Bay 905 in April 1943, obviously does not have the seniority of TXI's 8000—though her life expectancy is

Stephans'
Railroad
Directory

Volume 2

Railroad Model Craftsman
Railroad/ Railfan

Comprehensive Subject Index

Railroad Model Craftsman 1933 - 1987
Railroad/ Railfan 1929 - 1987

8½ x 11 Page Formal
28,000 Entries
17 Catagories
52 Sub - catagories
310 Sub Sub - catagories
570 pages of "Where did I see it!"

Earl Stephans
Tioga Publications
101C N. Fenton Road
Chenango Forks, NY. 13746

Directory Volume 2 Delivery April ~~$27.25~~
Shipped Via UPS(insured) 25.75
PRE PUBLISH SPECIAL
Directory Volume 1 "Model Railroader" "Trains" $22.75
Immediate Delivery

NY Residents add Sales tax

probably greater and her world considerably more glamorous than that of the cement plant switcher.

Meanwhile, the title of "oldest roadswitcher" goes to TXI 8000. Long may she run.

The first to dieselize?

Jerry Dziedzic of Asbury, N.J., takes issue with the Atlanta & St. Andrews Bay's claim of being the first major railroad to dieselize. He quotes a letter written by S.A. Parsons of the General Electric engineering department that was published in the April 8, 1950, issue of *Railway Age*:

"Reference is made in my January 20 letter relative to the first Class I railroad to attain complete Dieselization. To further enlighten us, we wrote both Mr. J.A. Streyer, president and general manager Atlanta & St. Andrews Bay, and Mr. Henry K. Norton, trustee, New York, Susquehanna & Western, requesting 'In an effort to determine the first Class I American railroad to complete Dieselization, we would be pleased to know the last date on which a steam locomotive was operated on your railroad.'

"Mr. Streyer replied that the last steam engine was operated on his line on June 18, 1947. We quote Mr. Norton's reply: 'Your letter of January 20 puts me face to face with ambiguity, which you will have to resolve as best you may. We completely abandoned the operation of steam locomotives as of July 1, 1945. Your people and the Alco people ran a four-page color advertisement in several magazines, one of which was *Railway Age*, at that time. This advertisement was supposed to celebrate the complete dieselization of a Class I railroad. So much for that. But you further ask to know the last date on which a steam locomotive was operated on your railroad. In 1947 we had four additional Diesels on order and the traffic got ahead of them so that, for a month or six weeks, we rented a couple of steam engines from the Lehigh & New England to help out until the rest of the Diesels arrived. These were discontinued approximately the first of July 1947. Although it may be subject to argument, I would consider the New York, Susquehanna & Western as completely Dieselized as of July 1, 1945."

Jerry then adds his own comments:

"Ambiguity? Perhaps. However, if we give the title to the A&StAB, how will we explain the fact that the Susquehanna operated without steam for a year and a half before the Bay Line even attained equal Class I status? My vote goes to the Susquehanna."

Well, Jerry, we will have to agree with you. "Dieselization" is a corporate state of mind as well as a matter of motive power technicalities. Could we deny the Union Pacific a "never dieselized" status because it never retired 4-8-4 844/8444? The Susquehanna "completely abandoned the operation of steam locomotives" on July 1, 1945—and it is significant that they had to borrow *someone else's* steam engines when they needed more power. If they'd pulled out their own engines, it would have been a different matter.

Incidentally, what was the last U.S. Class I railroad to operate steam in regular revenue service?

Try this one out on the gang at the next slide and pizza session. It was the D&RGW, which operated the Silverton until it was sold to Charles Bradshaw in March 1981!

So few Class I's

Remember back in the 1940s when the Susquehanna and Bay Line were considered Class I railroads? The Interstate Commerce Commission has been upping its definition of "Class I" over the years to the point where there are only 16 Class I railroads today. The 1986 basis for Class I railroads is $88.6 million in annual operating revenues. According to the AAR's 1987 Edition of *Railroad Facts*, the 16 Class I's are: Santa Fe, BN, C&NW, Conrail, CSX, D&RGW, FEC, GTW, Guilford, ICG, KCS, MKT, NS, UP, Soo and SP. Of recently declassified Class I's, the EJ&E dropped off in 1986, and the B&LE, DM&IR and P&LE were dropped in 1985. In 1978 the BAR, CP (Maine), CV, C&IM, DW&P, MEC, RF&P and Tex-Mex were dropped.

The Class I railroads of today account for approximately 94% of industry revenues, 91% of its employees and 83% of total mileage. In addition to the 16 Class I's, there are approximately 500 local, regional, switching and terminal railroads—plus Amtrak.

Marion Union Station

No railfan who has traveled the west end of the Erie Lackawanna will ever forget the distinctive passenger station in Marion, Ohio. Although the building today looks a little strange with its umbrella sheds stripped away, a serious effort is under way to preserve this landmark. The final series of purchase agreements between the railroads and the Marion Union Station Association (MUSA) were signed on January 20, 1988. MUSA was chartered in 1986 as a non-profit organization dedicated to purchasing and restoring the depot, located along the former Erie and New York Central main lines, which

FALLEN FLAGGS RXR WEARABLES

824 ELYSIAN AVE, TOLEDO, OH 43607
(419) 536-1232 : ORDERS ONLY

This Month's Feature T-Shirts & Hats

T-SHIRTS: Reg./$6.95; Prem./$7.25; XXL/Add $1.00 each
SWEATSHIRTS (Availability limited): $14.95; XXL/$16.95
NIGHTSHIRTS (#209 or #286 Only): S, M, L, XL/$10.95; XXL/ $13.95
HATS: $4.95; Oak Leaf Braid/Add $1.00 per hat
WHISTLESTOP MUGS: $4.50; 3 for $13.00

T-Shirts are top quality U.S. made 50/50 blend, solid color or white with trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are screened. **SIZES: 6-8, 10-12, 14-16, S, M, L, XL, XXL** (Inquire on other sizes available).

Hats are 100% polyester baseball-type (adjustable, one size fits all) available in your choice of summer or winter styles. **Scrambled Eggs/$1.00** extra per hat. Shirts and hats available are:

REGULAR PRINT SHIRTS:

Railroad	Order Number
AMTRAK/□	201
ANN ARBOR	202
ATLANTIC COASTLINE	203
BALTIMORE & OHIO/□	204
BESSEMER & LAKE ERIE (DWSO)	205
BOSTON & MAINE	206
BURLINGTON NORTHERN (7 ORIGINAL RRs)/□	207
BURLINGTON ROUTE (CB&Q)/□	208
CSX CORP (CSX)/□ ★	272
CANADIAN NATIONAL (MAPLE LEAF)/□	210
CANADIAN PACIFIC (BEAVER)/□	211
CHESAPEAKE & OHIO (PROGRESS)	212
CHESSIE SYSTEM/□	213
CHICAGO GREAT WESTERN	214
CHICAGO NORTH WESTERN (FALCON)/□	215
CLINCHFIELD	216
CONRAIL/□	217
COTTON BELT (SSW)	219
DELAWARE & HUDSON	220
DETROIT, TOLEDO & IRONTON	221
DETROIT, TOLEDO & SHORELINE/★	222
DULUTH MISSABE & IRON RANGE	236
ERIE	223
ERIE LACKAWANNA/□	224
FAMILY LINES (DWSO)	225
FRISCO/□	227
GRAND TRUNK (GOOD TRACK ROAD)	228
GREAT NORTHERN/□	229
GULF, MOBILE & OHIO	230
ILLINOIS CENTRAL	231
ILLINOIS CENTRAL GULF	
PIGGY BACK	232
LEHIGH VALLEY	233
LIRR DASHING DAN	235
LOUISVILLE & NASHVILLE	236
MILWAUKEE ROAD HIAWATHA	237
MISSOURI, KANSAS, TEXAS	239
MOPAC/□	240
MONON ROUTE	241
N&W 611 J-CLASS 4-8-4/□ ★	242
NEW HAVEN (SCRIPT)	243
NEW YORK CENTRAL/□	244
NICKEL PLATE ROAD	246
NKP STEAM (BERK 765)/□ ★	245
NORFOLK & WESTERN (OLD)/□	247
NORFOLK SOUTHERN/□	248
NORTHERN PACIFIC/□	249
PENN CENTRAL (RED & WHITE PC)	250
PENNSYLVANIA RR/□	251
RF&P (DWSO)	253
READING RAILROAD	254
RIO GRANDE (THRU THE ROCKIES)/□	255
ROCK ISLAND ROUTE OF THE ROCKETS	256
SANTE FE (INDIAN)/□	257
SEABOARD AIR LINE	274
SEABOARD COASTLINE (DWSO)	258
SEABOARD SYSTEM	259
SOO LINE (S LOGO)	260
SOO/MILWAUKEE SYSTM	218
SOUTHERN PACIFIC/□	262
SOUTHERN RAILWAY SYSTEM/□	261
SPOKANE PORTLAND & SEATTLE	264
THE ROCK (BIG R)	265
TP&W (DWSO)/★	266
UNION PACIFIC/□	267
VIRGINIAN (DWSO)	268
WABASH	269
WESTERN MARYLAND FIREBALL	270
WESTERN PACIFIC	271

PREMIUM PRINT SHIRTS:

AMERICAN FLYER*/★	200
C&O KITTEN ALWAYS ALERT/□ ★	286
C&O SLEEP LIKE A KITTEN/□	208
FLORIDA E COAST	226
LIONEL* LINES/□ ★	224
N&W CLASS A 1218/★	281
SANTE FE PA-1/★	283
SOUTHERN PACIFIC DAYLIGHT 4449/□ ★	272
SOUTHERN STEAM #4501/□ ★	283
PACIFIC ELECTRIC/★	287
3985 UP CHALLENGER/□ ★	235
8444 UP OVERLAND STEAM/★	284

□ = Sweatshirts Available
★ = Mug Not Available
(DWSO) = Discontinued when sold out

We Stock A Complete Line Of **CM Shop's "WHISTLESTOP" MUGS** (railroads not available in mugs marked ★ in list).

Shipping $1.75 per order (1 pc to 1,000 pcs) in the Cont. U.S.; Canada, Alaska, HI and overseas billed actual cost of shipping (indicate air or surface). NO COD's. Visa, MasterCard & Discover add 4% handling charge. Please give 2nd & 3rd choice if possible; we can't keep all items in stock at all times. Ohio residents add 5.5% sales tax.

CUSTOM PRINT & DEALER INQUIRIES INVITED.

LIONEL® and AMERICAN FLYER® Trademarks
Sublicensed by Lionel Trains, Inc.

THE A AND THE J

The 1218 and the 611 are together at last! Join us for highlights of the 1987 NRHS Convention in Roanoke, Virginia. Highlights include the 1218 from Roanoke to Bluefield — The 611 from Bluefield to Roanoke along the Old Virginian Line — Night shots at Shaffers Crossing. You will see the railfan event of the decade as the 611 and the 1218 storm up Christiansburg Mountain side by side. And if that is not enough, add the 1218 and the 611 doubleheader back to Roanoke. The most exciting railfan events of the 80's.

RUNNING TIME: 41 MIN. **$34.95**

1218 : A NEW BEGINNING

All aboard for the first trips with our new camera and the N&W 1218 on the first trips in '87. We have your ticket for the Ferry Run from Birmingham to Atlanta and points north. Then we are off to Roanoke for the first public excursion to Bluefield. Your ticket includes the breakdown in Anniston, a meet with the S&A 750, the Christiansburg Mountain, Shawsville Tunnel and a "Trackside Video" exclusive as we show you the Landslide at Glen Lyn!.

RUNNING TIME: 44 MIN. **$34.95**

MasterCard VISA DISCOVER

Trackside Video / P.O. Box 234 / Forest Park, Georgia 30051-0234 / 1-800-628-2828 Ext. 904

CERA invites you and your family
to Chicago
for the half-century
celebration on Memorial Day
weekend, May 27–30, 1988.

Some of the events you can enjoy:

A photo trip using carefully selected "L" cars—on Sunday

A sumptuous banquet with keynote talk by a major transit official—on Saturday evening

Send for free list of activities and registration information.

CERA 1/2 century

Central Electric Railfans' Association
Post Office Box 503 Chicago, Illinois 60690

RAILFAN & RAILROAD . . .
Subscribe Today!

TWO PHOTOS RICHARD M TUBBS

were crossed at grade by the double track C&O and N&W main lines on either side of the station. In its heyday, Marion saw 38 scheduled passenger trains. That number dropped as the years went by, and a C&O Detroit-Ashland weekend-only connection for the *George Washington* in April 1971 was the last passenger train to stop at Marion. The station will be purchased from its present owners, CSX and Conrail, for a total of $65,000, with restoration costs estimated at around $130,000.

Marion also has a distinctive interlocking tower, a rather large, wooden affair up on stilts protecting the "diamonds." When built in 1902, it was the second largest electric interlocking plant in the country. Marion Tower is still in use by Conrail, which plans to aban-

Switch List

CLASSIFIED ADVERTISING: Rates 39¢ per word, minimum order $4.68. Count all initials, numbers, address components. Zip Code is free and mandatory. Abbreviations (COD, SSAE, rpm, it's, 5x7, 8mm, PO, etc.) count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: Switch List, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. All ads will be set in our standard 6 point type with lead in capital letters. All ads subject to approval of the Publisher. Closes 1st of the month, three months preceeding date of issue.

ANNOUNCEMENTS

SPRING RAILROAD DAYS - All day rides on streetcar, interurbans, work equipment and diesel train on historic Municipality of East Troy Wisconsin Railroad. Railroad Flea Market, (vendor inquiries welcome), 3 continuous video shows from all videb producers. Entire gift shop inventory including books & videos on sale. 10 A.M. until 6 P.M. All day admission pass $8.00, Inquire: East Troy Electric Railroad Museum, 222 N. Charles St., Waukesha, WI 53186. 588

JUNE 25, 1988: Historic Spencer Shops first annual railfan day, featuring on-site steam and diesel powered freight and passenger trains; night photo session; hand-pump car live steam demonstrations. Euipment usually stored will be placed on display for photographers. Space is limited, so reservations required. No admission charge, but donations accepted. For reservations or more information, write: Historic Spencer Shops, PO Box 165, Spencer, N.C. 28159. Or call 704-636-2889. 588

SOUTH CARVER, EDAVILLE Railroad Railfan Weekend and Collector's Flea Market, June 18 and 19, 1988. Edaville, Rte. 58, 10 A.M. to 5:30 P.M. Adults $8.50, children $5.50, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 788

BOOKS & PUBLICATIONS

BOOK-True tales of the rails by veteran railroader of steam train and Morse Telegraph days around the old depot. Hard cover, illustrated, $10.95. Erv Parker, 937 West Cedar Street, Cherokee, IA 51012. 688

BACK ISSUES - Railroad magazines, Trains, Model Railroader, Railroad Model Craftsman, others SSAE for list. Alker, 1054 Mayflower Ct., Martinsville, NJ 08836. TF

RARE; 1887-1916 MASTER CAR BUILDERS, master mechanics books, Modern Railroads 1960's, Railroad, IC Magazine, other railroad publications, UP Calendars. Free train orders with purchase. Send SSAE. Paul Spieth, PO Box 413, Centralia, IL 62801. 588

"NORTH WESTERN MOTIVE POWER" softcover, full color cover, 72 pages with both B/W and color photos. Special sections featuring secondhand SD45's, and SD50's/SD60's. Roster Current to November 1987. $10.95 postpaid, IL res. add 67¢ tax. C&NW Historical Society, Dept. R, 336 Huntington Lane, Elmhurst, IL 60126. 688

RAILROAD BOOKS at low prices. Send LSSAE for list. Railroad Equipment, Dept. R, 725 Fullerton Drive, Turlock, CA 95380. 688

"NORTH PLATTE CANTEEN", by railroad artist John Bromley. This plate was chosen for the official 1987 Union Pacific Christmas card and features the U.P. Mountain Class locomotive 7022. 15 1/2" X 23" full color prints on high quality paper stock $9.95 each. Rail History Prints, Att. B.L., 14611 Jefferson St., Omaha, NE 68137. 588

"RAILS IN THE MOTHER LODE" Sierra, West Side Lumber, Pickering & Hetch Hetchy 208 pages, 400 photos, maps. New softcover edition, $22.95 U.S., Canada $27.95. Autographed and shipped postpaid from my own caboose. Adolf Hungry Wolf, Box 844, Shookumchuck, B.C. Canada, V0B 2E0. 588

YOU MAY HAVE more money in your pocket than you know! Hundreds of coins worth thousands and still in circulation. Coin guide shows which ones. Send $2.00 to: Porter's, Box 475, Dept. 1-A, Salem, VA 24153. 588

FOR SALE

DEALER STOCK of embroidered emblems for sale! About 200 different roads still left. Whole sale or retail prices. Steven Goldstein, 280-A West Street Road, Warminster, PA 18974. 888

SLEEPING CAR BLANKETS CPR Beaver, CNR Maple Leaf, 100% wool (used, good condition) $40.00 ($35.00 U.S.), quantity discounts. Old Time Trains, PO Box 8, Station D, Toronto, Ontario, Canada, M6P 3J5. 688

FIRST AD! Wide selection of Railroadiana listed. LSSAE to: Brenkman, PO Box 723, Peoria, IL 61652. 588

FOR SALE: 4 locomotive decals, letters PC. Write: George Culp, 309 N. Spring Mill Road, Villanova, PA 19085. 588

CANADIAN RAILWAY SCENES! Books: No. 1 includes illustrated listing of surviving steam, $9.95. No. 2 CPR mainline across Canada, $17.95. No. 3 Steam Expo, plus restored "Trans-Canada Ltd.", $9.95. Videos (60 min. $39.95 each). No 1, similar to book No. 3. No 2,Rockies and Prairie aboard "Canadian", G.W.W.D., and "Prairie Dog" steam. No. 3, Winnipeg to Montreal via Toronto. No. 4, VIA EPA cabride, ONR and Algoma Central. 1988 Colour Calendar, $9.95. Shipped from our own cabooses. Good Medicine Books, Box 844, Skookumchuck, B.C. V0B 2E0. 588

MISCELLANEOUS

STATUE OF LIBERTY authentic copper lapel pin in velvet box with "certificate of authenticity". This lapel pin ingot is crafted entirely of authentic metals from the Statue of Liberty, Ellis Island National Monument. Sears sold these for $25.00, sale $15.00, postpaid. Richmond News, 47 Richmond Street, Providence, R.I. 02903. By the way, buy 2/ $25.00, postpaid. 588

GENUINE OLD STOCK CERTIFICATES, including railroad. 5 for $12.00. Beautiful for framing or collecting. Free price list. John Dowling, 936-A Mohawk Road, East Hamilton, Ontario Canada, L8T 2S2. 788

PROFESSIONAL RAILROAD-RELATED RESEARCH by Railroad Historian. Expert in research methods with knowledge of accessories to ICC and DOT libraries. Library of Congress and other Washington, D.C. sources. Will provide information on railroad routes, equipment and statistics. Including historical data, maps and photographs of railroads past and present. Quotations furnished upon receipt of specific requests. Rail Research, 9022 Golden Leaf Ct., Springfield, VA 22153. Phone 703-569-0366. (quotes only) 588

FINALLY! A stopwatch capable of giving you a readout in MPH for each consecutive mile! With the railroad's insistence on rule compliance, a must for every conscientious engineer and trainman. Send for yours today - only $42.00 plus postage and handling. Ken Kroeger, PO box 40125, Tucson, AZ 85717. 588

STOCK IN NEW SHORT LINE. For free prospectus write: Pioneer Railroad, 1016 First National Bank, Peoria, IL 61602. 309-673-4508. (This is not an offer to sell these securities. The offer is made only through the prospectus.) 588

LOCOMOTIVE WEATHERVANES, POST, MAILBOX SIGNS. Also, dogs, cats, critters. Elegant! Inexpensive! Catalog $1.00. (refundable) Ashlandbarns, 990FR Buttercreek, Ashland, OR 97520. 1088

MARION UNION STATION in Marion, Ohio, is being slated for restoration. The building faced the Erie and NYC (left); N&W crossed (above) by the tower and the C&O crossed west of the station.

next in month RAILFAN & RAILROAD

● RAILFANNING THE SILVERTON: The Durango & Silverton Narrow Gauge is undoubtedly the top railroad tourist attraction in North America, and the train ride certainly deserves the fame. See how to make the best of your trip to Durango in the June 1988 issue.

JUNE 1988 ISSUE ON SALE MAY 1

don it in 1990 when its functions are moved to Columbus. Although it may become available for sale, it would probably have to be moved if it was preserved, because of the hazard of visitors crossing the busy tracks.

The station structure has been vacant since 1971, and plans are to restore and renovate it for use as a museum, with space available for community activities. MUSA plans for the station to be self-sustaining financially. The depot was built in 1902, and MUSA wants to restore to 1920 appearance.

MUSA is conducting a fund drive to cover the purchase price and restoration costs. The campaign will run between March 18 and June 15, 1988, with a goal of $190,000. Contributions are tax-deductable and may be sent to the Marion Union Station Association, P.O. Box 110, Marion, OH 43302.

Throttling a Dash-8 40C

We recently received a Chicago & North Western Division Traveling Engineers Bulletin familiarizing their engine crews with the new Union Pacific Dash-8 40Cs that they may find in interchange service. In addition to some purely technical operating details, there were some notations about the way the

RAILROADIANA

BIG LIST dining car china, silver glasses, cloth, Pullman. Send 39¢ LSSAE to: James McClellan, 1752 S. Wichita, Wichita, KS 67213. 289

ORGANIZATION FOR BORN AGAIN railroaders and buffs. Railroad Evangelistic Association. For further information contact: Reverend Paul Campbell National President 414 East Howell Avenue, Alexandra Virginia 22301. Inquire about the national convention July 25 to 29 Winona Lake Indiana. 588

THE D & H HAT BADGES: Four of the most beautiful, hard to find badges, the D & H Conductor, Station Master, Ticket Collector, and Trainman are now available. Made from original dies, to original specifications, by original manufacturer. Each set individually numbered, stamped PGYRS 1983, and shipped in presentation case with certificate of authenticity. Badges are interchangeable on hats. The set is $97.50 including shipping ($4,00 for Canadian delivery, Mass. residents add 5% sales tax). Send name and complete address, (no PO Boxes) to: Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 888

CONDUCTOR HATS: Black with gold stripes, summer or winter style $26.95 including shipping. Send hat size, style, name, complete address, and check to: Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 888

TICKET PUNCHES: 255 different designs. Send LSSAE to: Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 888

30 RARE TALL GLOBE lanterns, extra globes, other railroadiana. SSAE for list. R. Moss, 405 Byron Avenue, Mobile, AL 36609. 588

TICKET VALIDATOR REPLACEMENT RIBBON: Black, blue or purple, $10.50 including shipping. Send name, complete address and check to: Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 888

RAILROADIANA, Trolleyana, books, booklets, photos, negatives, other printed material, small hardware. Information SSAE to: Albert Lamborrn, 1107 W. Strasburg Rd., West Chester, PA 19382. 888

RAILROADIANA BOUGHT AND SOLD timetables, advertising material, passes, photos, back issues of rail magazines, etc. Be specific. Listings for SSAE. Nestle's Railroadiana, Ray Rd., Greenwich, NY 12834. 588

STEP BOX REPLACEMENT RUBBER FEET: Four feet, screws, and reinforcement plate, $26.50 including shipping. Send name, complete address, and check to: Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 888

RAILROAD PHOTOS & SLIDES

20 SLIDES FOR $10 00. Mostly 70's era kodachromes. Some F's and Alcos. Jim Marcus, 4164 Wooster Rd., Rocky River, OH 44116. 588

QAULITY DUPLICATE COLOR SLIDES. Twenty slides per set, only $9.00. Sets include Amtrak Heritage, CB&Q/C&S, FW&D. Frisco, KS Milwaukee, Mopac, OK&T, SP, UP, 2 sets each CRIP, D&RW, Katy: and 4 AT&SF. List and sample $1.00. Trackside Slides, Dept. RF, 245 S.E. Robin Rd., Bartlesville, OK 74006. 888

BLEDSOE RAIL SLIDES: 20 new high quality 35mm sets now available. Send for free samples and current catalog. PO Box 377 Crowley, TX 76036. 289

NORTHEASTERN STEAM PHOTOS 3000 1920-50's photos. Send LSSAE for information and sample listings. (your preference) to: Cals Classics, 192 E. River Rd., Nichols, NY 13812. 588

ORIGINAL KODACHROME SLIDES, over 100 companies, Class 1, Shortline and Industrial. Send $1.00 for list and sample slide to: Lakeshore Rail Photos, PO Box 40, Newtonville, Ontario, Canada, L0A 1J0. 489

SURPLUS 5x8 BLACK AND WHITE photos. $25.00 brings assortment of 30 steam locomotive photos good quality. H. Vollrath, 1000 West 97 Terrace, Kansas City, MO 64114.588

RAILROAD POSTCARDS

RAILROAD POSTCARDS in full color, old and recent scenes. A selection of Alco units, N&W #1218, Great Northern Pennnsy #1361, CSX F-7's and more. 41 new postcards for $6.00 or $1.00 for 5 samples and complete listing. Mary Jayne's, Dept. RR, Route 5, Box 132-A, Covington, VA 24426. 688

QUALITY RAILROAD POSTCARDS. Free list, sample. JBC Visuals, Box 1644M, Mailfax, Canada, B3J 2Z1. 788

RAILROAD VIDEO

TRACTION MOVIES ON VIDEO, VHS or Beta. SSAE for list. Kaw Valley Video, PO Box 155, Hays, KS 67601. 788

VIDEO VHS. "Railroads From Across the Midwest and West", Mixture of Amtrak, ATSF, BN, C&NW, D&RGW, EJ&E, Milw., Soo and more. Incuding Weber Canyon, Joint Line and Tennessee Pass action! Full color with sound. $24.95 postage included. Check or money order to: John Huseby III, 311 Lunar Drive, Round Lake, IL 60073. 588

VIDEOS OF NEW ENGLAND RAILROADS-MBTA, CV, Guilford, Bar, Green Mountain etc. Send for free video list. Rail Graphics, 79 D.W. Highway So., Nashua, NH 03060.588

CO&E 2-8-0 70 minute $42.95; Four Southern GE's unload balast train, other Southern, NS trains plus BN GP20, 70 minutes, $42.95. Other steam, various diesel tapes available in VHS. Send SSAE. Free train orders with purchase. Paul Spieth, PO Box 413, Centralia, IL 62801. 588

I AM INTERESTED in renting or sharing steam video with others. S. Nadler, PO Box 732, Hillside, NJ 07205. 588

TRACTION VIDEOS: SD Cable Cars, 45 minutes $49.50. Belgian Vicinal, 90 minutes, $59.50. VHS, Beta. Top-notch professional productions. More in preparation. Free literature. Transit Gloria Mundi, 36 East 27th Street, Baltimore, MD 21218. 588

WANTED

JAPAN: Will buy photos of Japanese railroads taken before 1960. Write for details. Moto Miyazaki, 1409 Sunfield Drive, South Windor, CT 06074. 888

WANTED: "Southern Steam Power" by Ranks and Lowe. Also want Richard Prince books. Tom English, 2132 Lakeview Circle, Matthews, NC 28105. 588

ALGOMA CENTRAL RAILWAY BOOK in progress. Buy, rent or borrow good photos, other material, especially steam era. Also any other Canadian Railway Scenes, for publication. Write to our cabooses: Adolf Hungry Wolf, Box 844, Skookumchuck, B.C. Canada V0B 2E0. 588

WANTED: Railroad police department patches old and new styles. David Hall, PO Box 2682, Rensington, MD 20895.688

WANTED: All Richard Prince books and Southern Steam Power by Ranks and Lowe. T. English, 2132 Lakeview Circle, Matthews, N.C. 28105. 588

ORIGINAL SLIDES, One Of a Kind, no duplicates, rare shots of SR&RL, WW&F, Indiana Central, SP narrow gauge, others. 30¢ SSAE for list. I sell or swap. A Barker, Charles Dr., City, State, Zip code.

This could be your ad!

See the details at left.

For Info on Advertising in R&R,
Call or Write: John Earley,
Ad Manager . . . (201)383-3355

VIDEO
NEW!
FROM
HERRON RAIL SERVICES
THE GLORY MACHINES
VOL. II®
American Railroads in Transition, 1944-1962
26 RAILROADS
263 RUNBYS
72 Mins. • 98% Color
NARRATED MUSIC
SOUND EFFECTS
RARE Vintage Footage
$69.95
POSTPAID IN U.S.
READY FOR SHIPMENT

STILL AVAILABLE
THE GLORY MACHINES®
A DOCUMENTARY
OF AMERICAN RAILROADING
1928-1952
31 Railroads • 237 Runbys
64 Minutes • 95% Color
VERY **RARE** FOOTAGE
"Five Stars" — Great By
Any Standard — Railfan & R.R.
"Everything A Railfan Tape
Should Have" —
Model Railroader
$69.95
SPECIFY VHS or BETA II

VISA CHECK MONEY ORDER MasterCard

HERRON
RAIL SERVICES
2016 N. VILLAGE AVE.
TAMPA, FL 33612

microprocessor handles throttle commands. We quote:

"The GEs still have eight throttle positions, but there are only five engine speeds. The microprocessor will adjust engine speed when the throttle is in the 8th run position to maintain amperage at the lowest possible engine r.p.m. This will result in engine speed decreasing or increasing, even when the engineer has not made a change in throttle position. This is a normal part of the Dash-8 40C's operation and should not be mistaken for a defect.

"There are four engine speeds in dynamic braking; again, the microprocessor will continually adjust engine speed to maintain the lowest engine r.p.m. while still keeping motor temperatures within prescribed limits. Microprocessor control of engine speed is a fuel saving feature of these new locomotives."

Bernard G. Corbin

Anyone who was a fan of the Chicago, Burlington & Quincy will recognize the name Bernard G. Corbin. The quiet gentleman from Red Oak, Iowa, was the "Patron Saint" of the Burlington to many, having spent his life studying, photographing, modeling and publishing books about the "Q." Mr. Corbin died at age 80 on January 29, 1988, at his home in Red Oak after a brief illness. He is survived by his wife, a daughter, two grandchildren and two great-grandchildren—and a whole lot of friends, your editor included.

I had the pleasure of visiting Bernard on a couple of occasions many years ago and admired for myself his superb collection of O scale models of Burlington steam engines. My most vivid memory, however, was sitting in his living room watching his 16mm movies of CB&Q steam action and one particular scene of an O5 or a Hudson getting under way with an eastbound passenger train in sub-zero winter weather, enveloped in a cloud of steam. To keep the camera warm, he shot from inside his living room through his open front door, and as I was watching the film I could look out that same door at the same scene . . . only with summertime and diesels. He gave me an 8×10 of Hudson 3005, from which I had acquired the builder's plate and of which I had scratch-built an HO model. The photo had been taken by him on Sunday morning, December 7, 1941.

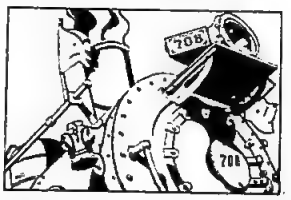
Mutual friends with the Burlington Route Historical Society assure us that provisions have been made to insure that Bernard's photo and movie collection will be properly preserved.

Have you seen
The NEW! Short Line?
THE SHORT LINE
More Photos and Maps
Coated paper, Larger type
Histories, Location Reports
Coverage of all the new shortlines
Subscription — 6 issues $11.00 by 2nd Class Mail
Sample Copy — $1.50
The Short Line
P.O. Box 607-R
Pleasant Garden, NC 27313
The Journal of Shortline and Industrial Railroads

KEY, LOCK AND LANTERN
IF YOU COLLECT HARDWARE
YOU NEED KEY, LOCK & LANTERN!
Published Quarterly: $19.00 / year
$1.75 Brings Sample Issue
KEY, LOCK AND LANTERN
PO Box 116, Convent Station, NJ 07961

EXTRA SOUTH IS BACK!!

EXTRA SOUTH
An Unscheduled, Unhurried Look At Dixie Steam Railroading



H. REID
WITH FOREWORD BY MANLY WADE WELLMAN

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
144 8½" × 11" pages, softcover.
C-53 . . . . . $21.95ppd.
Order from:
CARSTENS BOOKS, Dept. 4664
P.O. Box 700, Newton, NJ 07860
(N.J. residents add 6% sales tax.)

...a new series from M. F. Kotowski
STREAMLINED STEAM
1935-1941
FRISCO'S "FIREFLY"
Number 1026 was one of three company redesigned Pacifics used on the Kansas City-Oklahoma City Firefly runs. This full color illustration by Mike Kotowski is the first of 12 in a series of streamlined steam locomotives. Each 8¾ x 11 print is mounted on a 14 x 16 inch gray matt ready for framing. Signed and numbered by the artist each print includes a brief history and certificate.
$19.95
California residents add 6% sales tax
Send To:
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400
CAMPBELL, CA 95009
(Please allow 4-5 weeks for delivery)

"Paint it green!"

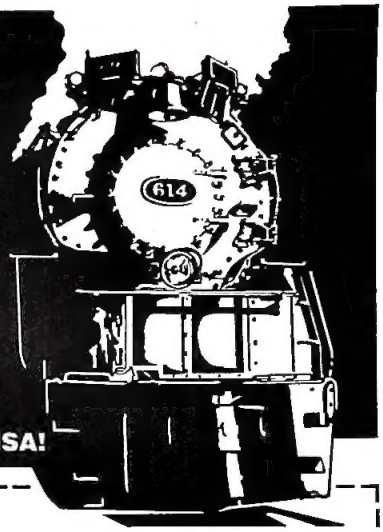
Greg Nazarow points out that BC Rail's now-familiar new red, white and blue paint scheme was introduced in 1983 on the seven GF6C electrics for the Tumbler Subdivision. The change was a matter of politics; the provincial colors are, you guessed it, red, white and blue. The railway is now in its second version of the scheme, and all units which undergo major work at the Squamish shop get the new livery.

There's no question that the new scheme is brighter and more visible, but many railfans lament the passing of the handsome two-tone green that was reminiscent of the much-loved Northern Pacific *North Coast Limited* colors. The green livery, however, was even more political than the present red, white and blue. It was not the "provincial" colors but the colors of the Social Credit political party, which was then in power. The 75th Anniversary special edition of the BCR company magazine contained the following anecdote:

"Shalalth (on the main trunk, south of Lillooet) was just a small station, but the outstanding feature as far as I was concerned was the waiting room. Somebody had taken some beautiful class pine lumber, made it vertical and stained the inside of the waiting room. We were really proud of it.

"Shortly after 1953, the Social Credit government went on a kind of kick about the Socred colors, which were this two-toned green. Word went out that the beautiful dark red of the coaches and the buildings was to be changed. Everything had to be painted this horrible green. I said to B&B master, Jim Bolger, 'Jim, you're not going to paint that beautiful woodwork in here.'

SUBSCRIBE TODAY! and Enjoy!



Now you get twice as much railfan enjoyment, news and features every year with the *MONTHLY* RAILFAN & RAILROAD. We look at the rail hobby the same way as you do and have the finest authors in the field to share their excitement and insight. Subscribing saves money and guarantees that you won't miss a single colorful issue. Join us now!

Charge it on your MasterCard or VISA!

RAILFAN & RAILROAD
Subscription Dept. 2830
P.O. Box 700
Newton, NJ 07860-0700

TO SUBSCRIBE: Mail this form with the following information:
☐ New subscription
☐ Renew my present subscription

☐ One Year $23
☐ Two Years $45
☐ Three Years $66
Subscription Rates in U.S.A.

☐ One Year $27
☐ Two Years $53
☐ Three Years $78
CANADA & FOREIGN (Includes postage)

Name _____

Street _____

City, State, Zip _____

Payment by: ☐ Check ☐ Money Order

Charge to: ☐ MasterCard ☐ VISA

CARD NUMBER EXPIRATION DATE _____

SIGNATURE _____

If you don't want to mutilate your magazine, send your order and remittance in a letter

RAILFAN & RAILROAD Advertising Index for May 1988

A
Scott Arden 6

B
B. R. M. N. A. 19
Berkshire Videography, Inc 11
Blue Mountain & Reading RR Co. ... 8,13
The Book Depot 54,55

C
Camp Five 15
D. Carleton Railbooks 16
Carson Home Video 54
Carstens Publications, Inc. 18,21,26,64
Cass Scenic Railroad 22
Central Electric Railfans' Association .. 62
Challenger Tours 24
Charly's Slides 20
Christian Bell Porcelain Ltd 60
Colorado Railroad Museum 11
Communipaw Commemorations 21
Richard J. Cook 55
Crestline Studios 16

D
D&M Publishing 13
Del Yoder 16
The Depot Attic 19
Depot Of Sullivan 21,22

E
East End Productions 16
Empire State Railway Museum 14

F
Fallen Flaggs 61
Friends For Steam 8

G
Green Frog Productions 27

H
Harvard Business School Press 14
Herron Rail Services 64
Hopewell Productions 54

I
Interurban Press 3

J
JMC International 8
JMJ Productions 11

K
Kauffman Creative Services 22
Jim Kerr 6
Key, Lock & Lantern 64
M. F. Kotowski RR Art 64
Krone & Co. 20

L
Lasting Impressions 26
Carleton F. Loucks 10

M
Mark I Video 12
David McNeil 7
Meridian Limited Editions 6
Mile Post 1 20
Milmed 20
Mystic Valley Railway Society 20

N
Northcoast Daylight 20

O
Old Line Graphics 23

P
Pacific Fast Mail 22
Passenger Train Journal 23
Parlor Car Enterprises 13
Pentrex 15

R
Railfan & Railroad 65
Rail Heritage Pub 22
Rail Innovations 12
Rail Photos Unlimited 16
Rail Plaque 22
Railroad Avenue Enterprises 23
Railroad Supply Corp. 16
Rails 'n' Shafts ..... Cover IV
Railway Productions 11
W. N. Rich 16
Right Track Trading Co. 54
Ben Rohrbeck 7
Royal Hudson Steam Train Society 6

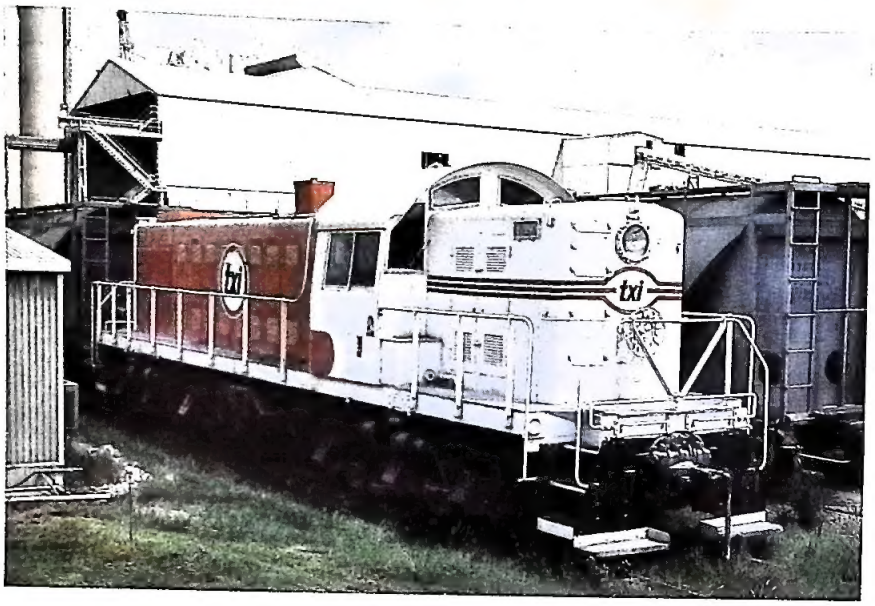
S
Scanner World 9
Greg Scholl 17,55
The Short Line 64
Al Staufer 55
Steam Central Video Co 21
Stephans Railroad Directory 60
Philip J. Sularz 12
Sundance Marketing 16
Sunday River Productions 7

T
Trackside 17
Trackside Video 61
Train Land Video 24
Trains Unlimited, Tours 19
Tri-State Railway Historical Society 13
Tripp Associates, LTD 5
Trolley Talk 19

V
Video Classics 20
Video Rails 10
Vintage Views 24

W
WB Video Productions 25

KODACHROME JEFF THOMAS



THE OLDEST ROADSWITCHER? What may be the oldest roadswitcher still in regular service in the U.S. is owned by Texas Industries Inc. and used at their cement plant in Midlothian, Texas. Their RSD1 8000 (b/n 69992, built June 1942), started life as New York, Susquehanna & Western RS1 231 before being "drafted" and rebuilt into Army RSD1 8000 for use on the Trans-Iranian Railroad during WWII. The unit sees daily service switching hoppers.

"He said the word was out. Everything gets painted green.

"We'd heard they were going to use latex paint, so my wife and I went to work about 4:00 in the morning and thoroughly waxed this woodwork. We gave it a heavy coat of floor wax, and we weren't too fussy about shining it.

"Sure enough, the paint gang arrived on the scene about 7:30 and proceeded to paint right over this wax job. It looked like hell. Then they went on their merry way to paint the Lillooet station and we waited 'til the paint dried and lifted it off in chunks and piled it on the floor.

"Then I made a mistake. I made a bad mistake. I parcelled it up and shipped the whole damned works to Jim Bolger. I said, 'Jim, here's your waiting room paint job back.'

"Next time they came through they sandpapered it and we ended up with a green waiting room. So we waited a respectable four or five months before we took paint remover to that. By that time the kick was over and we were able to get our beautiful waiting room back. We thought it was the nicest on the line—DON McKINNON."

According to the magazine, Mr. McKinnon was with the Pacific Great Eastern from 1945 to 1965, where he was station agent at a number of locations. He then went to work for a pulp and paper concern in Prince George and has since retired. It is reported that he does not live in a green house.

BRITISH COLUMBIA RAILWAY'S GF6C electrics are impressive machines at night. On September 4, 1987, the 6001 and 6002 were at the Murray enginehouse at Tumbler Ridge after returning from a helper assignment. Both authors of our Tumbler Subdivision features, Greg Nazarow and Bruce Van Sant, came back with great night shots.

KODACHROME: GREG NAZAROW

KODACHROME STEVE BROWN

A 1912 STEAM ROTARY snowplow, Saginaw Timber 2-8-2 No.2 and Western Coal & Coke Co. 4-6-0 No.1 teamed up on February 19 for a magnificent showing at Mid-Continent Railway Museum's "Snow Train 1988" at North Freedom, Wisconsin.

TWO KODACHROMES KYLE BREHM

NORTH DAKOTA'S Red River Valley & Western rosters ten CF7s painted in a dark maroon (nearly "boxcar red") with yellow trim. About as far away from corporate headquarters in Wahpeton, N.D., as it can get, the 300 (right) has three grain cars near the end of the line at Esmond, N.D. Operating headquarters for the "north end" is at Carrington, N.D., where the 303 (below) has just come in from New Rockford. Both jobs are shown on October 12, 1987. See Charles Bohi's RRV&W feature beginning on page 42.

RAILS 'N' SHAFTS

BOOKS

BOOKS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

Specializing in Books on Transportation and Industrial Subjects

America's Railroads: The Second Generation, *Ball* $35.95
American Railraad Passenger Car, *White* $27.95
American Shortline Railway Guide, *Lewis* $10.49
American Steam, *LeMassena* $19.95
Basic Steam Locomotive Maintenance $17.59
Beauty of Railroad Bridges, *Cook* ... $35.95
Bluebirds and Minutemen: Boston & Maine 1974-1984, *Nelligan* $21.59
Brooklyn Trolleys $15.95
By Rail to the Boardwalk, *Gladulich* . $38.49
Cajon: Rail Passage to the Pacific, *Walker* $36.95
Camas Prairie, *Riegger* $25.95
Canadian National Railways' Story, *Dorin (soft)* $18.49
Chesapeake and Ohio: George Washington's Railroad, *Dorin (soft)* $19.25
Chessie's Road, *Turner, Dixon* $23.95
Chicago, Aurora and Elgin (Vol. 1): *Trackage, Placho* $25.59
C&NW Power *Dorin (soft)* $15.95
Chicago's Passenger Trains, *Olmsted* $23.25
China by Rail, *Middleton* $15.95

Lehigh and Hudson River (Vol. 1): The West End, *Krause, Crist* ..... $ 7.25
Lehigh and Hudson River (Vol. 2): The East End, *Krause, Crist* ..... $ 7.25

SPRING STORE HOURS

Sat., April 16 10-4
Sat., May 21 10-4
Sat., June 11 10-4
or by appointment

Complete selection of in-print books.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Rt. 145 at Hiway Restaurant on Church Street in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Lehigh Traction, *Rohrbeck, Flanagan* ..... $ 5.99
Lima: The History, *Hirsimaki* $30.95
Limiteds Along the Lakefront: IC in Chicago, *Linde* $19.95
Locomotives of the Seaboard System, *Carleton* $29.95
MR Cyclopedia (Vol. 1): Steam, *Westcott* $26.49
MR Cyclopedia (Vol. 2): Diesels, *Hayden* $17.59
Memories of Reading Company Power, *Carleton* $23.25
Milwaukee Electrics, *Holley* $39.95
Milwaukee Rails, *Olmsted* $24.95
Milwaukee Road East, *Dorin (soft)* ... $15.95
Milwaukee Road Narrow Gauge: Iowa's Slim Princess, *Tiggs, Jacobson* $23.95
Monon: Hoosier Line, *Dolzall* $31.95
Morristown and Erie, *Pennisi* ..... $ 7.25
N&W: Giant of Steam, *Jeffries* $31.95
Next Station Will Be (Vol. 9): Salamanca NY to Marion OH $13.99
Next Stop, Grand Central, *Fischler* .. $19.95
Norfolk & Western A & J Class Locomotives, *Warden* $10.49
Northern Pacific: Super Steam Era *Frey, Schrenk* $35.95

One Man's Locomotives, *Smith* $27.25
Penn Central Power, *Yanosey* $35.95
Pennsylvania Railroad: The 40s and 50s, *Ball* $35.95
Pennsylvania-Reading Seashore Lines, *Kramer* $11.25
Railroad Caboose, *Knapke* $13.75
Railroads, *Ball* $29.95
Railroads in Lehigh River Valley, *Kulp* ..... $ 7.95
Railroads of Mexico (Vol. 1) *Franco* $31.25
Rails, *Ball* $19.95
Rails Around Gotham, *Carleton* $31.95
Rails to Pittsburgh, *Feibelman (soft)* . $15.95
Reading's T-1: An unusual Northern, *Dirkes* $10.49
Red Arrow: The First Hundred Years, *DeGraw* $25.59
Remember the Rock, *Hastings* ..... $ 7.99
Rio Grande: Ruler of the Rockies, *Farewell* $27.95
Route of the Warbonnets, *McMillan* . $22.49
Santa Fe Motive Power, *McMillan* ... $31.95
Second Diesel Spotters Guide, *Pinkepank* $12.95
Soo Line, *Dorin (soft)* $15.95
Southern: A Motive Power Pictorial 1968-1982, *Withers, Sink* $26.49

Santa Fe Trails *by Robert Olmstead* A Santa Fe pictorial covering late steam to today between Chicago, Kansas City and Cleburne $27.95
The Brooklyn Elevated *by James Greller and Edward Watson* A pictorial of the Brooklyn Elevated Lines $15.95

The Ontario Northland Railway *by Patrick Dorin* The illustrated story of the Ontario Northland Railway ... $15.95
North Branch Trolleys *by Gene Gordon* The history of the North Branch Transit Co. which ran between Danville, Bloomsburg and Berwick, Pennsylvania $11.95

Classic Power 6: PRR K-4, *Pennypacker, Staufer* $17.59
Classic Power 7: Van Sweringen Berkshires $15.95
Colorado and Southern: Personal Memory of the Standard Gauge, *Grenard* $10.49
Colorado Rail Annual #17 ..... $28.95
Corn Belt Route: Chicago Great Western, *Grant* $23.95
Days of the North Shore, *Campbell* .. $30.49
Decade of the Trains, *Ball* $15.95
Diesel Locomotive Rosters (2nd Edition), *McDonald* ..... $ 7.99
Donner Pass: SP Sierra Crossing, *Signor* $38.49
Down Along the Old Bel Del, *Lee* $27.95
East Broad Top, *Rainey, Kyper* $29.95
Electric Locomotive Plan and Photo Book $19.95
Erie-Lackawanna Memories: The Final Years, *Cook* $28.95
Everywhere West, *Dorin* $15.95
Grand Central Station, *Middleton* ... $18.49
Grand Trunk Western, *Dorin (soft)* ... $15.95
Great Yellow Fleet, *White* $35.95
Green Machines, *Olmsted* $26.49
Guide to Chicago's Train Stations: Past and Present, *Bach, Wolfson* . $34.49
Historical Guide to North American Railroads, *Drury* $16.95
History of the B&O, *Stover* $23.95
Hommage to the Sante Fe, *Armitage* $15.95
I Remember Pennsy, *Wood* $19.25
Kansas City Southern: Route of the Southern Belle, *Terry, Calleff* $27.95
Katy Power, *Collias, George* $33.59
Kite Route: Denver & Interurban, *Jones, Holley* $22.49

Old Dominion Trolley Too: History of the Mount Vernon Line *by John Merriken* The illustrated story of the Washington Virginia Line $30.95
St. Clair *by Anthony Wallace* The story of a Pennsylvania coal town's experience with a disaster prone industry $23.95

Southern Pacific 1901-1985, *Hofsommer* 35.95
Southern Pacific Dieselization, *Garmany* $39.59
Southern Pacific in Oregon, *Auston, Dill* $37.95
Southern Pacific of Mexico, *Signor, Kirchner* $31.95
Southern Railway System: An Illustrated History, *Webb* $19.95
Spokane, Portland and Seattle, *Dorin (soft)* $15.95
Steam, Steel and Stars, *Link* $27.95
Susquehanna: From Shortlines to Stack Packs, *Karlewicz, Hartley* ... $19.25
Tehachapi, *Signor* $35.95
Time of Trains, *Plowden* $35.95
Time of the Trolley (Vol. 1), *Middleton* $34.49
Traction Classics (Vol. 1), *Middleton* $32.95
Traction Classics (Vol. 2), *Middleton* $28.95
Traction Classics (Vol. 3), *Middleton* $31.25
Trails Begin Where Rails End, *Manchester* $28.95
Train Watcher's Guide to North American Railroads, *Drury* ..... $ 8.95
Two Feet to Tidewater: Wiscasset, Waterville, and Farmington Rwy, *Jones, Register* $27.95
Union Pacific: Birth of a Railroad 1862-1893, *Klein* $21.95
Union Pacific Mainline West, *Botkin, Hand, Hill* ..... $ 9.59
Union Pacific Streamliners, *Ranks, Kratville* $38.95
Unique New York & Long Branch, *Wood, Gallo, Rosenbaum* $20.95
Yellow Cars of Los Angeles, *Walker* . $31.95

TO ORDER: For Postage and Handling, please add to the order total, $2.50 for one book, $3.50 for two books and $4.50 for three or more books. For foreign orders, please add $3.50 for the first book, $2.50 for each additional book for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. Your satisfaction is guaranteed.